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Harris
HISTORY OF THE
CITY OF OSHKOSH

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BIOGRAPHICAL AND STATISTICAL
HISTORY
OF THE
CITY OF OSHKOSH,
WINNEBAGO CO., WISCONSIN.

ITS EARLY HISTORY, PROGRESS, AND PRESENT
CONDITION.

by Harris, O. W.

PREPARED FOR, AND PUBLISHED IN THE
"NORTHWESTERN."

FINNEY & DAVIS, PUBLISHERS.

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OSHKOSH.

In presenting to the readers of the *Northwestern* the Early History and progress of Oshkosh, I have had to draw largely on Lapham's Early History of Wisconsin; Mitchel & Osborn's History of Winnebago County; Wisconsin Historical Collections; and the Documentary History of the State. But these data, though important, are all matters of history, and wishing to give much that is not written, as the prominent feature of the work in hand, I have had to call to my aid many of our older citizens whose recollections of the past are still fresh, concerning the events of their early life. The history of one, is the history of the many, for the strong tie of sympathy, in times of hardships and deprivations incident to the first settlement of every place, bound all firmly together as one family, having common interests, and a common and unselfish motive, that of building up a new city, that should be their future homes. The life of every one thus engaged is an eventful one, whose trials and hardships can never be fully written.

With this purpose in view, my chief reliance must be on those who have passed through the ordeal of early life in this new country, and with great kindness and ardor, they have given me all the aid in their power. Of these, it may be said, they have hardly passed the middle age, and they are yet among us and stand among the most prominent, and respected of our citizens. To every one of these, through whose untiring efforts so much has been achieved, we owe a debt of gratitude. Yet their trials

and sufferings were not wholly vicarious, for they had their aims and objects to accomplish, from which they derived enjoyment. They had much even to amuse and gratify; they were, as is ever the case in the settlement of all new countries, free from the trammels and conventionalities of society, that do so much to hinder or prevent true rational enjoyment. A beneficent Being watched over and protected them from all the dangers to which they were exposed, and feeling that reliance on Him, they looked forward to their future homes in unswerving confidence.

To write a history of a past age, or of a generation passed by, is comparatively an easy task; for then the data, defined and accessible in national and state archives, is less conflicting and more reliable; although contemporaneous history and incidents of every day life of the early settler, are more difficult in compilation, they are better appreciated, and read with greater interest. Taking this view of it, I can only hope to present such a History as will be of interest to the many whose memories can attest the facts therein related.

Thousands of scenes and incidents in the history of Oshkosh are common to that of every other new town; differing somewhat by the close connection of the past and the present of our city. These scenes in which there is a thrilling interest, many of them were but as yesterday, and still fresh in the minds of our older citizens.

The Indian, as it were, has but just left us, and where but a few short years ago,

was the Red man, his village, his planting grounds; his council fires and his war dances; and where were heard the monotonous drum or the shrill war whoop—are now our proud city, teaming with a busy and a prosperous people, commerce and manufactures, noble school and church edifices, and the abode of civilization and refinement, have thus quickly taken the place of the wild enchantments of aboriginal life

Before entering upon the immediate purpose in view, it seems necessary to consider, though briefly, some of the motives and incentives that led to the discovery and early settlement of this part of the country; and in doing so, the early history of this place being so intimately connected with others in this part of the State, I find it proper to speak of and dwell at some length on their importance, being initial points to the settlement of this. Green Bay was the entrepot for all those who came for trade and traffic here for several years. Those who came to settle here, first came to that place, gradually but surely, to find a place more suited to their ideas of western settlements, farther up the river.

At that time Wisconsin was a wild, unknown, and mostly an unexplored region. Its people consisted solely of the various Indian tribes, who followed the chase or the war path, unmindful of, and indifferent to, the many transfers and changes through which their country was passing. Since the times to which I shall allude; in a period of about 166 years, the country, now Wisconsin, has been under the government of France 93 years; of Great Britain, 31 years; of Virginia and Ohio 6 years; of Indiana 9 years; of Illinois 9 years, and lastly, of Michigan 18 years. It was organized as a Territory in 1836, and as a State and a member of the

great confederacy in 1848, and now we see it take the proud position of one of the sister states of the Union, with advantage of soil, climate, mineral wealth, exhaustless pine forests, and facilities of commerce, second to none in the Union.

EARLY VOYAGES.

As early as the year 1654, more than two hundred years ago, was the first visit of the white man to this place, of which we have any knowledge, in his endeavors to find the great river. In 1659 another French trader, being actuated by a desire to find a passage across the State, as well as to trade with the Indian for his Furs, traversed the great wilderness between Lake Superior and Green Bay. But not until 1669, was a permanent trading post established at that place. From that time on, the starting point being Green Bay, many trading and exploring parties were drawn here by the facilities presented in our navigable rivers, of reaching the Mississippi. Lake Michigan was then called Illinois Lake, and the first voyage on its west shore was in 1670, when a Frenchman by the name of Perrot made a voyage from Green Bay to Chicago. An overland route was attended with difficulties, as the country south of this was filled with a warlike race of savages. Milwaukee was occupied by the Mascoutin and Kickapoo Indians, who were ever distrustful of the incursion of the white man.

But to return to my narrative. In 1673 Marquette started from Green Bay (called Puans), up the Lower and Upper Fox, to the Wisconsin; thence down that river reaching the Mississippi, being the first successful voyage across the country, and the first discovery of the upper waters of that river. It is difficult to conceive a more difficult or hazardous undertaking than the exploration of this country at that early day.

Had the voyageurs given to the world a complete diary of every day's trials and dangers it would be a record of most thrilling interest. In 1680, this same party passed through this country returning over the same route to the lakes. In 1689 another party passed westward over this route; and thence onward, for many years this became the favorite route for all those who from love of adventure, or incited by the lucrative trade with the Indians, sought to find the great river. The trade in furs was immense, but there is no data at hand to give the amount yearly taken out of the country. So profitable was it that many of those engaged in it were men of great wealth; many of them reared to luxury and ease, chose to forego all the comforts of civilization and spend a life of hardship and adventure.

But the great and most beneficial result of this Fur trade with the Indians, was the settlement, though not till after many years, of this western country. It was to this inviting traffic that the great west, particularly Wisconsin, to a large extent, owes its settlement. Thus passed many years of adventure, of traffic with the red man, and many stirring scenes, the recital of which can only be found in traditionary stories, or the wild legendary tales of the Indian.

The Fox and Wisconsin rivers with the easy portage of Ft. Winnebago, now Portage City, was the most convenient passage to the western country and hence became the great highway of the adventurers of different nations. What is now Winnebago county, by the beauty of its scenery, salubrity of climate and its broad and deep rivers, did not fail to attract the notice of these early visitors. It was for many years their favorite resting place, and where the city of Oshkosh now stands, many

are the French and English traders who delighted to sojourn for awhile. And here alliances, offensive and defensive, were formed, with the savage tribes in order to facilitate their trading expeditions. It was the focal point of numerous tribes of Indians. They had their villages in this neighborhood; their council fires, their talks and their treaties; their corn huskings, and their war dances, and for many years these rivers drew to their banks many powerful and often antagonistic tribes. And thus many difficulties sprung up, in which the Frenchman was a participant, and in his alliances with the Indian, had ever a purpose to subserve. In one of his efforts to push on through the country of the Sacs and Foxes, these powerful and war-like nations opposed him, when he allied himself to a large band of the Menomonee and Chippewa Indians and attacked the Sacs and Foxes at Butte des Morts, where they were strongly defended by ditches and three rows of palisades. This was about the first of the last century. It was headed by De Lovigny and was one of the most sanguinary conflicts of which we have any record in Indian warfare. So strongly were they fortified that the French leader deemed it imprudent to attempt to carry their works by assault, and so commenced a regular siege, and not until he had blown up some part of their works, and great slaughter had taken place on both sides, that the besieged consented to surrender; the terms of surrender being faithfully carried out, and the captives protected. Here were several hundreds of the savages slain and buried, the mounds covering the dead are yet prominent, giving to the spot the name of "Butte des Morts," (Hills of the Dead).

MORAND'S EXPEDITIONS.

Another version which conflicts some-

what with the above is as follows: In speaking of the Tumuli, or mounds indicating the burial places of the dead this writer says: "The tumulus at the great Butte des Morts, in Winnebago county, has undoubtedly been erected both as a burial place and a monument, it is literally the 'hill of the dead.' The earth has not only covered the bodies of warriors slain in battle, but it has been raised up as a record of events disastrous to the Outagamie (Fox) tribe of Indians, whose principal village at an early period was at this place. This mound is nevertheless to be considered of modern structure, because the time of its erection, or at least the event which it commemorates, can be referred to, if not in correct history, at least in traditional account. Here it is said the Foxes had their stronghold, and from this point not only were predatory incursions made against the neighboring tribes, but the early French traders were compelled to submit to exactions in their voyages along the Fox River. It thus became necessary for the French to inflict such punishment on them as should be the means of deterring them in future from their depredations. Accordingly in 1706, an expedition under Capt. Morand, was fitted out and sent against them at Little Butte des Morts. In the attack upon them at this their stronghold, by surprise, more than one thousand of their warriors perished; and this event gives to the spot the name of "Little Butte des Morts."

CAUSE OF THE WAR.

The cause that led to this conflict was the great hostility of the Foxes toward the French. The Foxes (called Outagamies) sometimes joined by the Sauks (Sacs) had long held possession of the banks of the Fox river and sought every opportunity of making themselves troublesome. Their stronghold was at

this "Little Butte," on the points of land on what is now known as Little Butte des Morts Lake, a beautiful bay or a widening of the river just below Doty's Island, between Neenah and Menasha. They had a village in which they were somewhat defended by mounds and ditches, and annoyed the traders by the exactions of tribute from every boat that passed up the river. Their custom was on seeing boats approaching—and they were always on the look out—to place a signal of a bunch of grass on a pole, by day, and a torch by night, being a demand to "heave to" and pay toll, which the boats had invariably to comply with or do worse, which was to run the gauntlet of the Indians in their ambush along the shore. So aggravating had these exactions become, that the navigation of the river became one of extreme difficulty and danger; consequently Capt. Morand was ordered to disperse this hostile tribe at whatever cost. He moved up the river in his fleet of Durham boats, canoes and barges, each boat having an oil cloth to cover its cargo, and when near the point he halted and sent a detachment of men ashore to pass around in rear of the savages, and to act in concert. Those remaining in the boats were all concealed under the oil cloths, except two men, in order to take their enemy by surprise. He saw the well understood signal and the crouching savages ready to enforce the demand, and ordered his boats to run near shore, thereby throwing the Indians completely off their guard, as they saw rich booty in the great number of the boats, and their unusual acquiescence in coming to land; when at a suitable distance the signal was given and the oil cloth covering was thrown off, rose several hundred well loaded muskets pouring their charge into the un-

suspecting savages. The land detachment came up, and being attacked front and rear, the Indians were soon put *hors du combat*; and but a part of their number escaped. This remnant fled up the east bank of Lake Winnebago, and passing entirely around it, sought shelter and aid from some straggling bands on the south shore of the Upper Fox. The French forces followed and engaged in several skirmishes along these rivers to the head waters of the Fox, thence down the Wisconsin to near its mouth, where the decisive battle was fought and the savage Foxes, who had so long struck terror to the weaker tribes, and so much annoyance to the white man, were slain — few being left except their women and children. This ended the Fox war and nearly the Fox tribe.

A few years previous to this, and which led to trouble with the Indians, the end being as above stated, another matter small in the beginning transpired. The Sauks and Foxes dwelt together. The former were more peacefully inclined, but were drawn into several conflicts by their allies, the Foxes. The French Commander, of the post at Green Bay, issued his orders of separation of the tribes, which order was being executed as fast as the nature of the case would admit; a little incident occurring that led to a severe struggle and considerable bloodshed. An Indian child of the Sauks had been adopted into a family of Foxes, and pursuant to the order for separating them, the child was demanded, but not given up; the Sauks then making common cause with the whites, persisted in the liberation of the boy, and numerous delays, talks, and put offs occurred, when the Sauks appealed to the French commandant again and a small body of men sent up the river with orders to take the child at all events. A peremptory

demand was then made by the officer in command of the detachment, and as usual met by some pretense, saying "be patient," and other demonstrations insulting to the pride of the Frenchman, when he fired upon and killed the head chief with whom he was parleying; and again fired and killed a second chief; from which grew the war above alluded to, but not the rescue of the child.

As the French increased in numbers the bitter feeling on the part of the Indians grew stronger, and many petty conflicts arose, including at times several tribes. Indian troubles was an almost unbroken series of events, the record of which is so imperfect and traditional account, so conflicting, that it is impossible to give anything like a correct history of them; even if the limits of these pages would permit. Suffice it to say, the motive of the White-man was to break down every obstacle to their trade and traffic with the Indian, in other words, to sell their whiskey, tobacco, and trinkets, nothing higher or nobler. On the part of the Indian, to preserve their hunting grounds from molestation, although he was by no means an unwilling victim to these seductive and baneful influences.

CARVER'S EXPEDITION.

In October, 1766, Capt. Jonathan Carver started from Green Bay, up the Neenah, (Lower Fox) through Lake Winnebago and the Upper Fox (Neenah) and Wisconsin, arrived at Prairie Du Chien. In his passage up these rivers, Capt. Carver in somewhat of a spirit of prophesy says: "To what power or authority this new world will become dependent, after it has arisen from its present uncultivated state, time alone can discover. But as the seat of Empire from time immemorial has gradually been progressing towards the West, there is no doubt but that, at some future

period, mighty kingdoms will emerge from this wilderness—and stately palaces and solemn temples, with gilded spires reaching the skies, supplant the Indian huts, whose only decorations are the barbarous trophies of their vanquished enemies." And may I not truly add, could prophetic vision see into the unknown future, with a more truthful eye? At the time Carver was at "Labaye des Puants," as it was then called by the French, (now Green Bay) in 1766, there was no garrison there, though an old fort was kept in tolerable repair and a number of families of French, Half-breeds and Indians lived there and seemed happy, producing enough to satisfy their wants.

Green Bay, the name given to it by the English, was so called by this expedition of Carvers. They had been fourteen days in coming from Mackinac, where all was dreary and winterlike. When they arrived at the bay, the country was covered with verdure, and vegetation so luxuriant that they named it "Green Bay."

In proceeding up the Fox (Lower Fox) the same party were still more enamored of the beautiful scenery all along its banks, and arriving at our beautiful Lake Winnebago, he was most enchanted with the scenery that was presented to his view, which no doubt, gave inspiration to that prophetic vision; is it not almost verified in the present? Instead of "palaces" and "solemn temples," have we not in the present structure of our government that more than realizes the dreams of the early traveler; a temple prouder than those of the old world, and palaces all over the land in which dwell, not the purse proud and bloated aristocrat of the old world's nobility, but men who hold the sceptre of a greater power, the true American yeomanry.

To follow a little further Capt. Carver's narrative,—when arriving at the lower end of Lake Winnebago he found the village of the Winnebagoes, where dwelt a large band of that tribe under the government of an Indian woman. He was received cordially and with great hospitality was entertained for several days. The band numbered some 200 and was well governed; their houses were strongly built with palisades and other means of defense. Further up (probably Algoma or Butte des Morts) he found another tribe as he says, but probably Menomonees, as that tribe occupied there about this time. He reached and passed over the Portage (now Portage City) and then camping on the Wisconsin, he made the discovery that the Fox and Wisconsin had opposite directions, he says: "one running North-east and the other (Wisconsin) South-west, and approaching so near each other, that his men could almost step from one to the other, (a little over one mile) and then running in different directions, one reaching the great gulf at the South, and the other an equal distance of over two thousand miles, and passing through four great lakes, reaches the Sea through the Gulf of St. Lawrence."

This description is a little over wrought, as it is well known that the *head waters* of the two rivers are far apart; the Wisconsin being in Sac Vieux Desert, some two hundred miles north of Portage, and the *Fox* but a small affair until it had swallowed the *Wolf*; illustrative of the superior sagacity of the one animal over the other.

INDIAN TRIBES.

But I must pass over years of stirring scenes and hasten on to events of more modern times. Nor would I linger over a farther recital of the Red man's history, but for its almost inseper-

able connection with the early white settlements. These people are fast passing away, and everything in relation to them is of interest to our readers. For many years the Menomonees had their villages at Butte des Morts and Winneconne, and laid claim to a large tract of country, even at one time as far as Milwaukee southward, and north to the Menomonee river on Green Bay. They however permitted the Winnebagoes to occupy a portion of their territory receiving therefor a yearly tribute and generally lived on peaceful terms. The Winnebagoes had their village a little south of this, now called Black Wolf, after their head chief. In the war of 1812 the Menomonees, sided with the British but were friendly to our people during the well remembered struggle called the Black Hawk war. They were not very strong and since that time but little has been said of them, except in this neighborhood, where they had many of them lived. The name is an Algonquin term, and means *wild rice*.

The Winnebagoes are a Dakota tribe and came from the west. They were called Winnebagoes which signifies in the Algonquin language "Fetid," from the fact that they were supposed to have come from the far western Ocean. (Pacific) salt water being called "Fetid water" and their migration hither was stoutly resisted by the Algonquin confederacy, the Illinois tribes being at the head.

It is asserted by what appears to be good authority that of all the aboriginal tribes west of the Alleghanies and the great Lakes comprising, Ohio, Indiana, Michigan and Canada West, were called Hurons. Those of Illinois and Northwest were called Algonquins and tradition not only gives these tribes a different origin, but a different language, there

being but two "mother tongues," the Huron and Algonquin, and all other tribal dialects, a corruption of the original languages. Tradition also says, in the wars between the Northern tribes and the Illinois, the former were driven from the west shore of Green Bay into the Fox River, where a party of the Winnebagoes and perhaps others, rallied and 600 strong, went out to the lake to give the Illinois battle, in their canoes; when a storm arose and the whole band perished. This disaster gave the northern passage from Green Bay to Lake Michigan called 'Deaths Door,' its name.

VISIT OF KISH-KE-NE-KAT.

A distinguished Chief of a band of the Winnebagoes lived here where Oshkosh now stands. This great Chief luxuriated in the *non de plume* of Pow-wa-ga-nieu, and his fame was in story and in song. Their planting grounds were at Algoma (now the 5th ward of the city of Oshkosh,) and many stories are told, not alone of his bravery, but his noble heartedness and generous and humane disposition. He disdained to take the scalps of women and children, and never put to death his captives. An anecdote of this Chief and Black Wolf is told in Mitchel and Osborn's History, and illustrating the character, so well, in the ludicrous as well as the grave, I will venture upon the patience of my readers to give it entire:

"Kish ke-ne-kat or Cut finger, head war chief of the Pottawottamies of Chicago, was a great brave, and, like some successful white braves, somewhat of a bully. Among other of his habits was an ugly one, of insulting the greatest brave of any tribe he might be visiting, and such was the awing effect of his reputation that none as yet resented it. As was his wont he sent one of his young men to Black Wolf to inform him of a visit he intended to pay that Chief, moved thereto, by Black Wolf's great reputation as a brave. Black Wolf knowing Cut finger's habits, thought it best to get his Menomonee friend Pow-wa-ga-nieu, to assist in dispensing his hospitalities to the Pottawottamie. Therein he showed his great wisdom. The Illinois Chief made his appearance at Black Wolf's village with three hundred warriors, and

not being expected there, did not find the Chief; so according to custom he started after him to Algoma, whither he had gone to the corn-husking, on the planting ground of his friend Pe e-shen. Black Wolf, by this time apprised of their coming, assembled his, and the Menomonee braves to receive them. On their arrival they sat down on a pleasant spot within hailing distance of their hosts. A young Winnebago who could speak the Pottawottamie tongue, presented the pipe to the great Chief, with the usual compliments. While the pipe was going round, Cut finger enquired which was Black Wolf? The interpreter pointed him out. "Who is that who seems to be as great as he, sitting by his side?" "That's Pow wa ga-nieu the great Menomonee." Cut-finger's eyes snapped with delight at the prospect of humbling the great warrior before his young men. Bidding the Winnebago to tell Black-Wolf that he would shake his hand; before the young men arose he started and paid the usual courtesies to that chief. After these preliminaries were settled on both sides, Cut finger asked "who is he this who occupies a place of so much honor? must be a great Indian." "This is the bravest Menomonee, Pow-wa-ga-nieu." "Ah, is that the great Pow wa-ga-nieu, who tell the songs of the nations? let me look at him." He walked all round the chief, examining him with the critical air of a horse jockey. Pow-wa-ga-nieu, all this time keeping profound silence, having a good idea what it was going to amount to. "Well," at last broke forth Cut finger, "you are a fine Indian, a great Indian, a strong Indian, but you don't look like a brave Indian. I have seen braver looking Indians than you in my travels—I am a great traveler—I think you must have got a great deal of your reputation from your size. You don't look brave—you look sleepy. You have no tongue, you don't speak." Then telling the young Menomonees that he was going to satisfy himself as to the courage of their chief, he took hold of the bunch of hair the old warrior always kept on his crown for the convenience of any Sac or Fox who might find it necessary to scalp him, and gave him a good shaking, saying all the time, 'You are sleepy, you have no tongue; and a plentiful supply of aboriginal banter. Pow wa ga-nieu, aided by his great strength and a neck that could withstand anything but rum, sustained but little damage from this and submitted with Indian calmness, until his tormentor had got through. After satisfying himself Cut-finger announced to Black Wolf that he would go and sit among his warriors until Black-Wolf gave the word to rise.

Pow-wa-ga-nieu immediately set himself about fixing the flint of his Pottawottamie friend. He opened his sack and drew forth his cap of war-eagle feathers—itsself equal to a small band of Sacs and Foxes—put it on his head and picked up his lance and club. His young men feared an unpleasant result, but none dared to speak except his brother, who admonished him to 'do nothing rash.' One glance of Pow-wa-ga-nieu's eye and an emphatic 'I'm mad now!' sent that respectable Menomonee to his seat, excusing himself by saying that Pow-wa-ga-nieu 'knew what a fool he always made of himself when he got a-going.'

Stretching himself up to his full height, he stalked toward the Pottawottamies in a style that excited the universal admiration of his friends, especially old Black Wolf, who not only admired his friend, but also his own tact in shifting this particular scrape on to that friend's shoulders.

'My friends,' said the old brave to the Pottawottamies, 'I am glad to see you here; you look brave—you are brave; many of you I have met on the war-path, and know you are brave; some of your youngest I do not know, it being many years since I went to war; I am glad to see you look so well. I have heard much of your chief, but I don't think him very brave; I think him a coward. He looks sleepy, and I am going to see if he is worthy to lead such braves as you.' Whereupon throwing his weapons on the ground, he seized the Pottawottamie chief by the hair, which he wore very long; as if in prophetic anticipation of some such retribution as this. He shook him with all his might, and continued to shake until his young men remonstrated, saying they were satisfied. He stopped without relinquishing his hold, turned round his head, looked his followers down into silence, and shook again with the vim of a man whose whole heart was in the performance of an evident and pious duty. The life was nearly out of Kish-ke-ne-kat, but the brave Menomonee bore that individual's sufferings with the same fortitude that he had borne his own. Satisfied at last, he raised his enemy up by the hair and threw him from him; at the same time, he picked up his club and lance and waited to see 'what he was going to do about it.' Cut-finger raised himself on his elbow and rubbed his head, not daring to look up while the Menomonee invited him to look up and see a man if he was one himself, 'to come and decide this matter like men,' which being unattended to, he went back to his seat at the right hand of Black-Wolf, who had been all this time smoking with the utmost indifference, as indeed it was no affair of his.

Kish-ke-ne-kat continued to recline on his arm. Pow-wa-ga-nieu eyeing him all the time, and when the Pottawottamie would steal a glance at the great war cap, the eye under it would make him turn again, at the same time his ears were assailed with, 'why don't you look up?' 'what are you afraid of?' 'come and talk to me,' and such taunts. Cut-finger saw that his position among his young men was getting to be rather delicate, and the last invitation, as a means of reconciling all parties, met his view; so rising and laying his hand on his sore head, he said: 'My friends—there is no dodging the fact that Pow-wa-ga-nieu is a brave Indian, a very brave Indian, braver than I, and I'll go and tell him so.' Gathering himself up he walked over to the Chief's and told Pow-wa-ga-nieu that he had come over to shake him by the hand. 'You are a great chief, I have shook many chiefs: none have resented till now; if you had submitted you would have been disgraced in the eyes of my young men; now they will honor. I am a great traveler, I am going to all the tribes of the south, I will tell those who have spoken well of you how you have used me, they will believe me, for I have pulled all of their heads and as you have pulled

mine, you are as great as if you had pulled theirs also; let us shake hands and be friends.' Pow-wa-ga-nien, who was a good fellow at bottom, reciprocated the good feelings of the now friendly chief, and a lasting friendship sprang up between them and showed itself in the interchange of presents every year, as long as they both lived.

The war-eagle cap which contributed so much toward this victory is now in the hands of Pow-wa-ga-nien's, son, and can be seen any time by those who doubt the truth of the foregoing.'

MISSIONARY TRIALS.

The following account taken from the history of the "Jesuit Relations" of the north-west, is but the history of nearly all of those traders Missionaries and others in the early discovery and explorations of this country. It says "Father Menard and eight Frenchmen started from Three Rivers August 1660, and arrived at their destination (Green Bay) the 15th of Oct. after inconceivable labors, bad treatment from their boatmen, in the highest degree inhuman, and an extreme scarcity of provisions; so much so, that the "Father" at last could hardly sustain himself, being beside of a feeble constitution, and broken down with toil. But as one travels very far after being tired, so had he sufficient courage to reach the wigwams of his host. One named "Pike" Chief of the family, a proud and vicious man, who had four or five wives, treated the 'Holy Father' very badly and at last compelled him to withdraw from his wigwam and build a hut for himself with pine branches." He continues "O God! what a dwelling place to pass the dreary days of a rigorous winter, which in this country is almost insupportable. The nutriment was scarcely better; often their only food was a miserable fish boiled in clear water, to be divided among four or five; and this they owed to the charity of the Savages, bestowed on one of their number waiting for the return of their canoes as the poor mendicant waits for the distribution of alms at the church doors. A certain moss

that grows upon the rocks, has often served them for a good repast. They put a handful of it into their boiler, which slightly thickened the water, forming upon it a kind of scum, or slime similar to that of snails, and which seemed to nourish their imagination rather than their bodies. The fish bones which they carefully preserve when fish are abundant, also served to amuse the appetite in times of necessity. There is nothing even to pounded bones, of which these poor starving creatures cannot make a profitable use. Many species of wood also furnish them with provisions; the barks of the Oak, the Birch, the Whitewood, and some other trees, well dried and pounded, then put into the water in which the fish have been boiled, or else mixed with fish oil, furnish them with excellent ragouts. They eat acorns with great relish but their hunger is never satisfied.

Thus passed this dreary winter. During the Spring and Summer they fared better, as they were able to hunt occasionally. They killed a few ducks and some other birds, which afforded them a delicious banquet. Raspberries, and other small fruit of the kind, were to them most grateful refreshments.

The second winter setting in unexpectedly, the Frenchmen having observed the manner the savages took their fish, resolved to follow their example, judging that hunger was more difficult to support than the great hardships and risks of these fishing expeditions. It was a sight worthy of pity to behold, on these great lakes, (probably Green Bay) rolling sometimes like the sea, some of these poor Frenchmen in canoes, through rain and snow, tossed here and there, the sport of the winds, often on their return, they have discovered their hands and feet to be frozen;

sometimes they were assailed by such a cloud of drifting snow, driven by the violence of the wind, that the person at the steering oar could not discover his companion at the bow of the canoe. What means had they then to reach the post? Certainly each time when they landed in safety it seemed like a miracle. When successful in fishing they set aside a portion of their fish, which they smoked, and these served them as food when the fishing season was over, or the weather did not allow them to go out.

In that country there is a certain plant, about four feet high (doubtless the wild rice which is quite plenty on all our rivers) that grows in marshy places; a little while before it begins to head, the Savages go in their canoes and bind the stems together in tufts, and separating them from each other, so that a canoe can pass between them when they return to gather the grain. The time for harvesting having arrived, they paddle their canoes into the little alleys which they have made across the field of grain, and bending over the tuft thus bound together, they shake out the grain into the canoe, when full, they go to the shore and empty it into a ditch close to the waters edge and there with their feet they tramp it out and preserve it for future use.

This pious old missionary, soon after the scenes of suffering past related died, while yet struggling to christianize the savages, and not without some little success; the obstacles being as he says, "their wandering lives, indolent habits, great brutality and poligamy," enough in all conscience to block the the way of any christianizing or civilizing influence.

There is no brighter example of vicarious suffering, since the death of our Savior, than in the labors of the cath-

olic missions in this country at an early day. Every day the scene of trials, hunger, and fatigue, were but a repetition of the preceeding one, and nothing but a life of the severest trials and privations was experienced by those whose only motive was to civilize and improve the race of the Indians; and no effort worthy to be called so, has proved more signally abortive than this. With few exceptions, and those of a modern date, the poor Indian "whose untutored mind, sees a God in clouds, and hears him in the wind," has withstood every effort to make him, other than what Nature designed him, an *Indian*. One of the exceptions spoken of is on the East Shore of Winnebago Lake, the Stockbridge and Brothertown nations who follow all the pursuits of civilized life, have excellent farms; churches and schools; are honest and industrious, and some years since were admitted to all the privileges of citizenship, and are allowed one member in the legislature. Other examples may be found but they are only exceptions at best.

Having dwelt longer than I intended over the subjects of interest, antecedent, and accessory to the first settlement of Winnebago Co., I must now pass to notice events in the early history of our city and county. I will say however, by way of extenuation in keeping the reader so long away from the immediate subject promised, that I found nearly every incident of those times, from the first incursion of the white man for exploration, adventure, or for traffic, to the actual settlement of the country, so intimately blended with the history of this county and the subsequent developments of the City of Oshkosh, that not to have done so would have been neglecting the first and most obvious duty devolving upon me. Almost from

the time of the first settlement of Green Bay, over two hundred years ago, this immediate locality has participated more or less directly in the interests of the *voyageur* or the sojourner on its lakes and rivers. Here was the great highway through which all had to pass in reaching the Mississippi where trading ports and missions had been established; hence in all that concerned for many years, the discovery and final settlement of the country, this particular spot has its share of the importance attaching to the whole.

The history of the red man will be appreciated by future generations as that of an extinct race, and not till then will his vices, for which he is scarcely accountable, be forgotten, and his virtues be remembered.

OSHKOSH—HIS TRIBE

In 1827 the head Chief of the Menomonees died leaving no male offspring. The male line having run out there arose a necessity for a successor, and a good deal of excitement arose among the tribes, each claiming the right to elect the new chief. The difficulty was reported to the President when he appointed two commissioners, Gov. Cass and Col. McKinney to decide the vexed question. They assembled the tribe at Little Butte des Morts, and after hearing the arguments, and examining all the claims of the different bands, they elected Oshkosh as best qualified to serve his people as head chief, and the appointment seemed to satisfy all parties. Oshkosh then lived with a portion of his tribe on the head waters of the Wisconsin River; a tract of country was afterwards reserved to them on the Wolf River, where the little remnant of that tribe now dwell. This tribe had at one time several Indian slaves which they had bought of

other tribes, whose practice it was to make war on the Pawnees, Osages, and others, and hold as slaves their captives; but this practice was abandoned after a few years and their slaves set at liberty, under the advice of the French and English Traders, as being repulsive to their ideas of right.

Of the lineage of the new Chief Oshkosh we have but a meager outline. He was the grand-son of Cha-kau-cho-ka-ma, or the "old chief" long, head chief of the Menomonees. He was born in 1795 and died in 1858. He was engaged on the side of the British in the war 1812-15. under Tomah, whence he derived the title, *brave*. That he was brave though in a bad cause is very probable. Mr. Grignon says of him; "He is of medium size, possessing much good sense and ability, but is a great slave to strong drink, and two of his sons surpass their father in that vice.

His name has descended to our fair city, with what propriety, I leave to others to decide. It was originally pronounced *Oskosh*, and as it ought to be, as being far more convenient in its orthography, easier of pronunciation and decidedly more harmonious in sound than the present method of pronouncing it. All Indian names are expressive and often beautiful, and generally refer to some animal, thing or place, and the definition quite often is suggestive of events of great moment, or perhaps of exceeding beauty. Of the signification of the name *Oskosh*, there is some variance of opinion. That which is generally attributed to it, is, *brave*, but I think that a title given him for some brave act, rather than the true meaning of the term. In the Chipewewa dialect it means the *Hoof*, or extremity of some animal; by others it is said to mean the *Toe-nail*. This

definition, I am informed by a gentleman who years ago understood the language, customs and habits of the Menomonees, was said to be the true one, and its almost corroboration by the original Algonquin term makes it probable that such was the case. However that may be, it matters but little, and I leave it to others that may be more curious and better skilled in Indian nomenclature. Why the old Chief should have been so unfortunate in a patronymic, so wanting in the euphonious, with such an origin, it is difficult to explain; probably he had at some early time of life been afflicted with a malformation of that particular pedal appendage. Whatever the true origin of the term, it is so uncouth, so entirely unpoetical, that it is far more rational in its application to a stolid old chief, than to the fair young city that inherited it; but not wishing to do injustice to the old Chief, or his name, I leave both, hereafter speaking of them only incidentally and retrospectively. The red man every where, and particularly those hanging on the borders of civilization, is but a remnant of his former greatness; a last sad relic of a people that were once lords of the soil. That they have been wronged, often and sorely wronged, is a fact patent to the world; fate seemed to decree his ultimate extinction, and a more favored race became the instrument, and generally the unscrupulous instrument, in hastening on the destruction in the order of this irretrievable destiny. The end *may* be just, and in the order of Providence, but the means used, like all other acts of man, must be accounted for, and the plea of "doing wrong that good might come," will hardly stand the scrutiny of stern justice.

EARLY SETTLERS.

One of the first settlers in this vicini-

ty, of which we have any account, except voyageurs and traders passing over the route, and only sojourning for a brief period, was Aug. Grignon and Jas. Porlier, who established a trading post about one mile below where the village of Butte des Morts now stands, in the year 1818. Mr. Porlier was a resident of Green Bay, and Mr. Grignon of Kaukauna a little below Appleton, where his family resided most of the time, he being mostly engaged at the post, and subsequently much interested in building up a village there. He was a Canadian by birth but of French descent, as was also his partner, Mr. Jas. Porlier. Mr. Robert Grignon, a Nephew of Aug. Grignon, came about the same time and acted in the capacity of Agent or Clerk at the post, but only for a short time, when he went to Algoma and set up for himself, and James Knaggs, a half-breed, succeeded him in the agency at the post. Mr. Knaggs remained there several years when he also went to Algoma and kept a ferry, being succeeded by L. B. Porlier about the year 1832. Mr. Porlier is the son of Jas. Porlier then partner in the firm; is an intelligent gentleman of French descent and married the daughter of Aug. Grignon whom he survives. He had for several years the direction of affairs and was a good business man. He still lives on the spot where the trading post was first established and many of the old buildings still may be seen, expressive mementoes of olden time among the Indians.

At that time the Indian trail between Fort Winnebago and Green Bay crossed the Wolf river at the place where their trading post was established, and just above the head of Lake Butte des Morts; and continued there until the year 1835, when it was established at Algoma. It was the half-way house, and many were

the "wild wood" scenes that transpired, which will soon be buried and forgotten in the past. The Mail was also carried over this route; in summer on horseback, and in winter on snow shoes and other overland methods. As a matter of reminiscence it may be interesting to many to see the old "Bill o' fare" at this Half-way House and Ferry, to-wit:

Ferriage one horse in summer, 25 cts.; in winter, 50 cts; stabling for horses, 18 $\frac{3}{4}$; to pasture 6 $\frac{1}{4}$; corn for horse, 25 cts. per gallon; oats 12 1-2 cts. Meals for man, 25 cts; Lodging 12 1-2 cents. Whiskey for man, small measure, 5 cts.; for Indian, several drinks in one day, a Beaver skin; one drink for Indian, muskrat. Farther my informant saith not.

FUR TRADE.

The trade in furs was a remarkably large one at this post, being in the centre of a large Indian country, and of the most successful operations in hunting and trapping. These furs were sent to Green Bay in boats and barges down the Fox river, and thence to Mackinac, where the American Fur Co. had their Depot; the return boats brought up the food and other supplies for all this region of country. This was the route of the boats in the Mississippi river trade engaged in the transportation of furs for the same Company. Durham boats, barges and dugouts being loaded with their freight, a number of Frenchmen, (according to size of boat) armed with ropes and poles, plied themselves vigorously to their task, by no means an easy one. Along the "still waters" the boats were propelled by poles, but over the rapids, they had to be hauled round with ropes, but not without unloading. At Kaukauna Mr. Grignon kept a team to haul the freight round the rapid; at Little Chute, Appleton, and Winnebago rapids, the boats were unloaded and hauled over by ropes, the freight carried on the shoulders of

the men or rolled on poles to the still water above, truly a task, slow and toilsome. These boats were piloted over the rapids, up and down by Indians, who were pretty good pilots, but bad at the rope or the pole, and inferior to the Frenchmen; they would work vigorously however by being well plied with whiskey, lesser quantities being given them while running the rapids.

A GOOD TIME.

Mr. Aug. Grignon had also a trading post at Kaukauna and kept a public House, the resort of the *elite* and the scene of many a merry dance, engaged in by the Officers of Ft. Howard and other places who would make long journeys in their sleighs in winter and boats in summer, to this place in order to have a "cheer up" in the olden time style. Gen. Cass, Gov. Dodge and other dignitaries of State being no exceptions in the attendance on these *recherche* gatherings. The boats were rowed by five Frenchmen, which was only a part of the duties expected of them, for it is said none were engaged except they could *sing*, and such singing, too, would shame the puny efforts of modern times. In sentiment, melodious strains, and deep pathos, it was said to charm even the wild beast; but in the soul stirring chorus, for cheering the heart and nerving the arm of the boatman, it had a most happy effect.

EARLY SETTLERS CONTINUED.

But I must return to the early settlers. Mr. Peter Powel settled in 1832 on a point of land on the north bank of Butte des Morts Lake, about two miles above Algoma, where he was engaged in farming, trading &c., until 1838 when he died. His son, Capt. Wm. Powell, resided there until the death of his father when he went to Algoma with Robert Grignon.

Capt. Wm. Powell is well known by many of our older citizens, and took a lively interest in all things of a public nature. His acquaintance with the Indian character, as well as with their language, gave him great influence with the Menomonees and closely allied him to their interests while here; and since the removal of the remnant of that tribe to their reservation at Keshena, on the Wolf river, about ten miles above Shawano, where that last sad relic of a once powerful tribe now dwell; Capt. Powell is still there as their interpreter, and in government employ, and the same old type of kind heartedness, and eccentricity, as of old. He was a man of great urbanity, and good address, but the driest joker of the State. He was always said to have plenty of money, but when going away from home, invariably left his money behind him, probably the cause of his being always in funds. Many amusing anecdotes might be given of the Captain, but as his eccentricities as well as his virtues, are fresh in the memories of most of our older citizens, I must leave him to his laurels.

Another old settler hereabouts, was Archibald Caldwell, to whom I will make a brief allusion. He settled among the Indians at Neenah, in 1835, and interested himself in the establishment of an agency at that place for the benefit of the Menomonee Indians. This agency embraced the objects of a benevolent civilizing, and christianizing institution. It was to establish schools, give instruction in Agriculture and mechanics; but with all the worthy objects aimed at, it was not sustained. The Menomonees did not enter into the spirit of it heartily, and after lingering over the vain attempt to benefit them, the enterprise was abandoned.

Chas Grignon, brother of Aug. Grignon,

was one of the first to drive the stake here. He settled on Jackson's Point, now foot of Wisconsin street, where he engaged in some way in trade.

Of all those first settlers in this neighborhood, who came prior to 1836, the recollections of our citizens will be as distinct of Robert Grignon, as of any other one of whom I have spoken. As before said, he came to this part of the country somewhere about the year 1818, and served as a Clerk for a few years with his uncle, Aug. Grignon, then went to Algoma where he *run* a ferry for awhile, being succeeded by James Knaggs. Among the early settlers none took a more active part in public matters. He was a man of considerable energy and perseverance; good sense and fair business qualifications, notwithstanding he was deprived of the benefits of an education. His patriotism led him to take an active part in an expedition fitted out against the remnant of the Sacs and Foxes who had survived the defeat of years before, and were committing depredations on the early settlers on the Wisconsin and Mississippi Rivers. This expedition was under the command of Col. Boyd, assisted by several Menomonee Chiefs, Oshkosh being of the number. The command consisted of about 600 Indians which was the entire party except the officers. Among the officers were Aug. Grignon and Geo. Johnson, Captains, and Rob't Grignon and Wm. Powell among the Lieutenants. This mighty army moved up the Fox river, passed over the ferry at Algoma, and thence to Portage, and down the Wisconsin to Prairie du Chien. On its way down the Wisconsin river, it captured a half starved Indian girl who was entirely alone on an island, whom they sent back to Green Bay, not wishing to be encumbered by prisoners. At Prairie du Chien they struck

a trail, and following it up, they soon came upon an Indian encampment, consisting of two men! one boy, three women! and as many more children. In the wildest consternation of excitement, and with savage yells, they rushed upon their defenceless enemy, when the two men fell pierced with bullets, a whole volley having been fired at them. Others coming up and wishing to share the glory of having participated in the *battle*, continued to fire at the fallen enemy until they were literally riddled with bullets. They took the women prisoners, and killed the boy. Thus ended this sanguinary battle, and thus "they conquered all their foes, and *thrice* they slew the slain." In the melee, Lieut. Grignon was wounded, and had to be left at Prairie du Chien, while his compatriots in arms, returned in all the pomp and consequence of much ado about nothing. The relator of the incident says, "for this noted campaign, ending in such a glorious victory, every one of the party (Menomonees included) received land warrants, and Robert Grignon a pension." Lieut. Robert Grignon, as he must be called, since acquiring such military honors, as above mentioned, was also engaged to some extent in the Black Hawk war, and was credited with the distinction of having handed over to Gen. Scott, Black Hawk himself, for which service he became quite popular, and had much to do with procuring Indian claims. From these claims it is said, he came into possession of considerable sums of money, which he alleged, cost to get them about all they were worth. He was not rich but in comfortable circumstances on a piece of land near Algoma, where he met a tragic end. He was returning to his home from town, and got on a team going that way; when getting near his house, in a driv-

ing snow storm, he left the team, became bewildered and was found next morning frozen. A few years before, his wife fell into the fire and was burned to death.

CEDAR RAPIDS TREATY.

In 1836 Gov. Dodge was appointed by the general government as commissioner to hold a treaty with the Menomonee Indians, for the purchase of their lands, whereupon the time and place of the treaty was fixed upon. Cedar Rapids on the Fox river, a little below Appleton, being the place selected. This treaty was attended by all the Menomonee Chiefs and, a solemn talk was held, resulting in the Menomonees ceding to the government, some *four millions of acres* of land lying north of the Fox river, and west of Winnebago Lake, (which embraced all that part where the city of Oshkosh now is, on the north side of the Fox river,) and a strip of land on the Wisconsin river consisting in all of 184,320 acres, large enough for eight townships. This cession, says Childe, "gave a new impetus to the settlement of Northern Wisconsin, and doubtless led to the establishment of the boundary line between Wisconsin and Michigan, which was run in the summer of 1841.

FIRST SETTLER IN OSHKOSH.

In the summer of 1836 Webster Stanley, having been the year before in Government employ in transporting supplies between Fort Howard and Ft. Winnebago, being prepossessed in favor of this locality, resolved to "pitch his tent" here. Consequently, he brought with him a boat load of lumber, and built a cabin on the south side of the river at Algoma, opposite to the point where Mr. Knaggs had several years before established a ferry, being on the new Indian trail between Ft. Howard and Portage, the old one near Butte des

Morts having been abandoned. Here, just above where the Algoma bridge now is, Mr. Stanley set up his cabin, and purchased Mr. Knagg's interest in the ferry. His object in coming here was to locate land, and make a permanent home, and, brought with him provision to last a year, and immediately set himself about the main object of his coming, which was to build up a city here. Mr. Stanley was born in Connecticut, September, 1798. He came to Green Bay in 1834. In 1835 he worked at Neenah; in 1836 as above stated came to this place. In 1836, Gov. Dodge returning from the Cedar Rapids treaty, informed Mr. Stanley of the purchase by the government of all the lands hereabouts. On receiving this information, being joined by Chester Gallup, he profited by it, and laid claim to all that part of the land (now Oshkosh) between Ferry Street and the Lake on the north side of the river. Mr. Gallup's claim was the beautiful elevation on the point between the river and the lake, consisting of 170 acres. Mr. Stanley took from Mr. Gallup's west line to Ferry Street 117 acres, on which they proceeded to erect a dwelling, which was occupied in common until the following November, when Mr. Gallup had erected a house for himself. Mr. Stanley is credited with being the first white settler, and the founder of Oshkosh. Not wishing to rob Mr. Stanley of one jot or tittle of his well earned fame as the founder of a city, I will in common with others, accord him the high meed of praise to which he and every one who starts a new settlement, is so richly deserving—but as a pioneer, in the neighborhood, I can't but think, that some others ought to have honorable mention without detracting anything from him. For a number of years, as seen in the preceeding pages, there were

persons engaged in traffic with the Indians, farming and other vocations, at several places in this immediate neighborhood, which settlements being antecedent and accessory to the building up of our city, and so closely connected with its interests, (to say nothing of Algoma, now one of the wards of the city) that it seems but justice to these gentlemen that they should be duly remembered in the expressions of our gratitude to the founders of our goodly heritage. Again we see, shoulder to shoulder with Mr. Stanley, Mr. Chester Gallup, making his first claim, and erecting his first house, at the same time; their families for a time occupying jointly the same, and the first permanent residence, where our city now stands. Mr. Stanley was a man of energy, and doubtless entitled to all the credit he receives, but others may well be allowed to share it with him. After making his claim to the land spoken of, he established a ferry at the point of land a little below the R. R. Bridge, crossing passengers in canoes and swimming horses; which ferry was continued until the new one at Ferry street was established a few years after.

H. A. and J. P. Gallup now take their places in the line of the founders of Oshkosh, being but a few months behind Mr. Stanley. I will give here a narrative of their experience and observations.

EARLY RECOLLECTIONS OF H. A. G.

In compliance with a request made some time since, that I should furnish you with some of my early recollections, I now sit down to make the attempt, not promising but what I may make some mistakes as to dates &c. The changes are so great in Northern Wisconsin in the last 30 years, that it seems like drawing on my own imagination, to state facts. If therefore any one

should discover any discrepances, they will make allowance for the length of time I am obliged to go back

On the fifth day of August 1836, after about a week on the lakes, on the Steamer Michigan, we entered the port of Green Bay Wisconsin, (Wisconsin was then known as the North West Territory.) On the right hand as we entered the river, stood Fort Howard, a large pile of buildings built on a square and surrounded by palisades, in the center of which was a court or parade ground. Outside of the palisades, and fronting the river, was stationed several large cannon mounted on wheels, which looked as though they might throw great obstacles in the way of a vessel entering the river, but they were never required for that purpose; many of them since have been taken to the neighboring towns to be used at 4th of July celebrations &c. Green Bay, or Navarino, as it was then called, was all on the opposite side from the Fort. The whole population of the place was assembled on the docks on the arrival of a steamer, which to a person from the land of civilization, presented a very novel appearance, for such a heterogeneous crowd was never seen, composed of Indians, in the different stages of civilization, French half-breeds—citizens and soldiers in about equal proportions. There were the half-civilized Indians and Stockbridges, with the half-citizen dress, and the wild Menomonees, with their hideously painted faces, and their many colored blankets; and mingling with these, were the officers and soldiers of Fort Howard, which I should have said was at that time occupied by a company of United States Soldiers. And but for the presence of the American uniform, and the stars and stripes which floated over the fort, one might have thought himself in some foreign

and barbarous land. After getting through the crowd without being solicited to patronize any particular house, we were directed to a private boarding house, kept by Rev. Geo. White, then an officiating Clergyman in the place, and now a resident of Calumet; and the favorable opinion which I formed of George White at that time, after an acquaintance of twenty-four hours, is now fully confirmed;—He is one of Nature's noblemen. The town was on a low sandy strip of land along the edge of the river, while immediately back of the first street, was what appeared an interminable Alder Swamp. The place had at that time two hotels which were filled to overflowing. Green Bay at that time was but a trading post on a large scale: the resident and floating population of the place were about equal in numbers. The resident portion lived on what they could make out of the transient portion, and the annuities paid yearly to several tribes of Indians in their vicinity, and the money that was disbursed by the soldiers of Fort Howard. But little attention being paid at that time to agriculture, emigration had but just begun to set in towards Green Bay at that time, and the few that had come were engaged in speculation, which at that time it will be remembered, ran high, particularly in the west; money was plenty, and labor commanded any price a person chose to ask. Provisions brought exorbitant prices, for instance Flour was worth twelve dollars per bbl. Pork forty, and everything in proportion. The spirit of speculation got so strong a hold of us, as almost to induce us to sell one years stock of provisions, which we had brought with us, but we had come west for a different purpose; our object being to find cheap land, and start a farm. When we left

Ohio, our destination was Lake Winnebago, and leaving our father, and mother, and sister, in good quarters, myself and brother started for that particular locality without making any enquiries, except as to the direction and distance; we started on foot, our course was up the Fox River. A sandy road of five miles thickly settled by French, and half-breeds, with quaint looking houses, many of them surrounded by palisades and the windows generally secured by shutters, brought us to Depere,—a rival of Green Bay. Here we found quite a number of houses, and extensive preparations for building more. Here we were told it was necessary to cross the river. We were accordingly ferried over in a skiff, and an Indian trail pointed out to us to follow, and was told it was ten miles to the first house. Five miles had carried us beyond civilization; we expected to find a new country, but were quite unprepared to find it entirely unsettled, and a foot path ten miles in length, struck me as remarkable. Our trail led us directly along the river. Sometimes we were on the top of the hill, and then our path would wind down to the very water's edge to avoid some deep ravine, as nature seldom makes bridges. The scenery was beautiful, the side of the river we were upon was quite open, while the other side was heavily timbered. The waters of the broad river undisturbed, except by an occasional Indian canoe, which seemed to float so beautifully; we were sorry we had not adopted that mode of traveling. Our trail would sometimes pass through a grove of wild plum, and crab-apple, thus with scarcely room enough for a person to pass, which suggested to us ambuscades, and we were always glad when we were through them. Indian file, was the mode of

traveling in those days. Our ten miles was soon got over; when we came down upon a low natural Prairie covered with a luxuriant growth of grass, the river had quite an expansion, and in it were several little grass Islands. This was Petit Kackalin, and here was the house spoken of, a log house with the usual lay out buildings, and surrounded by a dozen Indian Wigwams. This was the residence of Eleazer Williams. The veritable Dauphin of France; but he was as ignorant of the fact at that time, as we were ourselves. As we approached the house, we were beset by an army of Indian dogs, and their bark was as intelligible to us as any thing we heard on the premises. The Indians looked their astonishment at seeing two Kich-e-ma-ka-man boys in their encampment. We made many enquiries of them; but got laughed at for our pains. As none of Williams' family could be found, it seemed like seeking information under difficulties; and finding the trail that led up the river, we pushed on, feeling satisfied that if we had gained no information, we had not imparted any, so the Indians and we were even. Our next point, we had been told, was Grand Kack-a-lin, which for some reason,—perhaps the name,—we supposed was quite a place. About sundown, we came down from the high bank upon which our trail had been, upon the most beautiful flat of land I ever saw, covered with a tuft of short grass, and dotted all over with little groves of crab-apple, and plum trees. The flat containing perhaps a hundred acres; the hill enclosing it in the shape of a crescent, and the boiling rapid river in front, which here, is more than half a mile in width. Here we found several large springs, very strongly impregnated with sulphur, at which we

drank. Upon this flat we discovered a large pile of buildings which consisted of a large dwelling house, and trading post, with the necessary out buildings, and belonging to Mr. Grignon, an Indian trader. This was the Grand Kack-a-lin, but the name is applied to the Rapids in the River.

Our greeting here was still more cordial than at our last place of calling, as there were more dogs. At this house we applied for food and lodgings, but without success. There were nothing but Indians and Squaws on the premises. Things began to have rather an unpleasant look, and we began to think that we were too far from home;—twenty miles from Green Bay, and fifteen from any place.

On looking about the premises, we discovered for the first time that day, after crossing the river, something that wore pantaloons, and on accosting him, found that he could speak English. He was half Negro, and the balance Stockbridge Indian. He informed us, that Mr. Grignon, was not at home, and there would be no use in trying to get accommodations, in his absence, that he lived directly on the opposite side of the river,—that his canoe would not carry us,—but he would get an Indian to take us over, and that we should be his guests over night;—to all these propositions we readily consented, and procuring an Indian to take us across, we got into a log canoe, when our ferryman, an old Indian, of perhaps eighty or ninety years, taking his position in the stern with a shoving pole, shoved us safely through the boiling waters. Passing the night under the hospitable roof of our mixed friend, we hailed our Native ferryman, and were again soon upon our march; passing rapidly along, we came pat upon an Indian in a kneeling posture beside the

trail, and at the foot of a tall post, upon the top of which was a gilded Rooster; while in a side box set in the post, was the infant Jesus. We were quite startled, but Mr. Indian maintained a perfect gravity, and we left him at his morning orisons.

At a point five miles from the Grand Kack-a-lin, called Little Chute, we found a Catholic mission in process of erection, to which Nym Crinkle gives a very ancient origin. The manner of building was a curious one, which was by setting up posts about eight feet apart, and then filling up between with small logs and pinning through the posts into the end of the logs—there were but one or two men at work upon it. It was afterwards occupied by a Catholic priest, who was also a physician, and administered to one band of the Menomonee Indians, both bodily and spiritually, with very beneficial results. Five miles further brought us to the Grand Chute (now Appleton.) Here was a perpendicular fall in the river, of seven feet. But close to the shore the rock had worn away so that a boat could take the plunge in going down, and be led up by ropes if quite light. Here the Durham boats which did all the freighting at that time, up and down the river, were obliged to discharge their freight and roll it along under the bank on poles to above the fall. The boats were then lifted and dragged up by a large party of Indians and reloaded above. The amount of freighting was then considerable. All the Government supplies for Fort Winnebago, passed up this way and detachments of soldiers often passed in the same manner. Nothing could exceed the grandeur of the scenery at this point, everything at that time being in its wild and natural state, and no habitation within miles. Just below the falls at

the mouth of a little ravine was a little plat of grass turf among a grove of plum and forest trees, entwined with wild grape vines, which was the favorite camping ground, and a more enchanting spot was never found. I had the pleasure of camping here two nights that same fall, in the month of November under most unfavorable circumstances—a crew of drunken Indians with nothing but the canopy of Heaven above us. But still the place had attractions for me. Following the bank of the river a short distance above, our trail suddenly diverged from the river, and we found ourselves floundering through the woods and mud of Mud Creek. This was the first place we had found but what had some attraction. This was dismal enough. A few miles and we emerged into another enchanting spot of ground known as Little Butte des Morts, or the Mounds of the Dead. Here on a rising piece of ground, are several large mounds where the dead of some Indian battle had been buried. An expansion in the river here is called Little Butte des Morts Lake, at the upper end of which appears to be quite a village. This was Winnebago Rapids, (now Neenah). Here the Government had built a grist and saw mill and had commenced a large number of small log houses for the Menominee Indians, which were in different stages of completion, when the work was stopped by the Indians consenting to sell the land to the government. Some of the houses the Indians had taken possession of by tearing out the floors and pitching their tents on the ground inside the walls. They were also furnished with four farmers to instruct the Indians in farming, at a salary of eight hundred dollars per year, which the Indians paid. These farmers were the only inhabitants of the

place, at the house of one of whom, Mr. Clark Dickinson, we were welcomed and furnished with our dinner. We could make but little stay as we still had sixteen miles to travel without a habitation. Our trail now ran across the country, through prairie and openings to Knaggs Ferry, now in the Fifth ward of the city of Oshkosh, and just above Algoma bridge. I do not suppose I could at this time trace that trail through all the highly cultivated fields between those two points. But at that time it was a lonesome journey, indeed, all the low ground was covered with water a foot deep, and grass up to our arms, and in the whole distance we did not see a living thing with the exception of a few prairie chickens. Arriving at the river at the point mentioned, we found a log house belonging to Mr. Knaggs, a half-breed, the owner of the Ferry; but which was then kept by Webster Stanley, who lived on the other side of the river in a board shanty, who in answer to our call, came over for us and we were once more among friends. Mr. Stanley had about two years before left Ohio and went to Green Bay and then to Winnebago Rapids, and had within the last thirty days moved to this point. We now learned that our journey from where we had crossed the river five miles from Green Bay, had all been through Indian territory, and we were now for the first time on Government land.

We had at last arrived at our journey's end, our next object was to bring up the family. There was just two ways to do it; one was, on foot or on horseback by land; the other, by water—and we adopted the latter, and procuring a large bark canoe and an Indian, we started and passing down the river we stopped at an Indian en-

campment, on what is now Jackson's Point, and procured another Indian, which was thought sufficient crew,—respectively named No-to-kee sleek, and Kish-e-quom,—two fellows who were full of fun and frolic, and who if we could have talked with them would no doubt have been very companionable. We then saw for the first time the spot on which the city of Oshkosh now stands. Our Indians worked with a will, and we very soon passed through Lake Winnebago and were in the rapid waters of the lower Fox. Here the Indians laid aside their paddles and taking poles, confined themselves entirely to steering the canoes clear of rocks, the sharp points of many of which were above water. We were leisurely enjoying the beautiful scenery of the river, when we were startled by the sudden velocity of our canoe and a wild whoop of our Indians. On looking about us, we found ourselves on the very brink of the falls. The Indians had from a listless manner and sitting posture suddenly sprang to their feet, one in the bow and the other in the stern and every nerve strung. For their energies were to be tried to their utmost, their manner was really terrifying, we had hardly time to notice so much before we had taken the fearful leap and were in the terrible breakers below; one false set with the steering pole and we were surely lost. I watched the Indians closely, they were as pale and stern as marble statues, the bow of the canoe when we descended into the breakers, struck a rock which stove considerable of a hole through our frail canoe, when our leeward Indian with the quickness of thought had his blanket off and over the hole, and his foot upon it. We were going with the speed of the race horse. About a mile below we were enabled to make

a landing and repair damages. We again encountered very rapid and rough water at the Kack-a-lin, but the Indians were masters of the situation, and we passed through safely, and arrived at Green Bay towards night of the same day. Taking the family and a few necessary articles into our frail bark, the next day, we started on our return which we accomplished in two days. The Indians using paddles in still water—poles in moderately swift, and wading and leading the canoe when it was very rapid.

The appearance of the country on the west shore of Lake Winnebago from Neenah up, was beautiful to look upon from our canoe; heavily timbered from Neenah to Garlic Island—the balance of the way openings. We had now arrived at the point started for when we left Ohio—the veritable Lake Winnebago. Now the question to decide was, where to locate—who to buy of—should we buy. The country from Neenah to Oshkosh then belonged to the Menomonee Indians. From Oshkosh (or Fox river) south to where Fond du Lac now is, and around on the East side of the lake as far as Calumet, belonged to the government. Then came the Brothertown Indian's land, fronting six miles on the Lake, and adjoining them north, the Stockbridge Indians with the same amount of front. The Government owning the balance of the territory around to Menasha.

We now decided to make a circuit of the lake, so as to better understand the situation; which we accomplished in about a week's time, on foot with a led horse to carry our baggage. Encountering but one white family in the round trip. This was Mr. Pier who had just built a log house on the Fond du Lac Creek. After getting back and com-

paring notes, the following was the summing up of all we had seen and heard: First from Green Bay to this place of our sojournment, on the west side of the river and lake belonged to the Indians, and but three white families, the entire distance of fifty miles—and but one family between us and Fort Winnebago (now Portage city) and Mr. Pier's the only house between here and Milwaukee or Sheboygan. Being better pleased with the west side of this lake than any other place we had seen, and learning that the Government intended trying to purchase it of the Indians the coming fall, we decided to await the issue, in the meantime amusing ourselves with hunting and fishing and explorations. In September I had the pleasure of ferrying Governor Dodge and suit over the river myself—the ferryman being absent—who was on his way to the annual Indian payment then held at Cedar Rapids, near the Grand Chute, (now Appleton). The entire party (six I think) were on horseback, the Governor armed to the teeth. He had two pairs of pistols, and a bowie-knife on his person, and a brace of large horse pistols in his saddle holsters. I suppose to impress upon the Menomonees what he told the Winnebagoes a few years before—that he was as brave as Julius Cazar. At this payment then held, the treaty was formed, ceding to the Government the territory from here to Green Bay, and although the treaty could not be ratified by Congress until December, we did not choose to wait—never doubting but what the old veteran Governor knew what he was about. Accordingly in the month of October, 1836, we commenced the erection of two log houses on ground now within the city of Oshkosh. The Indians were quite plenty here at that time and

manifested some curiosity as to what we were doing but were perfectly friendly. Mr. Webster Stanley was the owner and occupant of his house, about the first of November, but we had to make another trip to Green Bay for our goods. We hired a boat called a lighter, this time, of about five or six tons capacity, and with a crew of ten or twelve Indians we made the trip up in seven days, arriving at home on the evening of the 16th of November, camping out and cooking rations for that trip was anything but pleasant at that season of the year. It was the last day that a boat could have passed through, the lake freezing entirely over that night.

Although liking the excitement of a new country, I must confess that that first winter was rather tedious. Our two families were the only ones nearer than Neenah or Fond du Lac, with no roads but the lake, and surrounded by Indians, not less than five hundred wintering within what is now the city of Oshkosh. The next summer was passed rather more pleasantly, the monotony being relieved by an occasional Durham boat passing up the river with supplies for Fort Winnebago, and frequently a company of U. S. soldiers. We had made some little progress in the way of farming and in the fall of 1837, had raised some few crops, and sowed the first acre of winter wheat ever sowed in Wisconsin, and only to have the most of it stolen by the Indians the next summer as soon as harvested, they carrying it off in the sheaf in their canoes.

The winter of 1837, we had the first accession to our population in two more families, Messrs. Evans and Wright and from that time the country began to settle slowly, on both sides of the river, that upon the north side not

coming into market until 1840. We had given this point (the mouth of the river) the name of Athens, and goods were so marked at Green Bay, destined for this place; but at a meeting of the inhabitants, called for the purpose of choosing a name for this particular locality, which was held at the house of George Wright, and which was attended by all the French and half-breeds from as far up the river as Butte des Morts, and who in fact had no interest in the place or its name, it was decided by an even vote that the place or locality should be known hereafter forever, as Oshkosh. But it came nearer to universal suffrage than any election I ever attended, and smoking was participated in to that extent that you could not recognize a person across the room, the smoke was so dense. Plug tobacco and Kinnikinick (the bark of a bush of that name) mixed in about equal quantities. Such was the christening of Oshkosh.

EARLY SETTLERS—CONTINUED.

In the year 1837 Mr. George Wright, Sen. laid his claim to the tract of land on the west side of what is now Main St. and built a first class log house on the place now occupied by the residence of A. B. Knapp, on Algoma Street. Two of his sons being with him at the time, they all went eagerly to work in helping on the incipient process of building up a city; and how well aimed their efforts proved, is best shown by what that city now is, as well as in the fact of his own success, in preparing the way for his sons, who survive him. He died in 1841, before the fruits of his labor could be fully seen, lamented by all around him. Geo. F. Wright succeeded to a part of the original claim, where he still resides, and a pleasant spot it is, "on which to dwell." The old log house built by him, still stands

there as a land mark of the early days of Oshkosh—the other sons are well and pleasantly located in other parts of the city.

H. A. & J. P. Gallup were here but a few months later than Mr. Stanley, and together with their father, Mr. Chester Gallup, occupied that part of our present city, lying on the point between the river near its mouth and the lake, a prominent and delightful location, on which they built a house in 1837. After a few years, the land was sold, and the brothers settled on land in the South part of the city, and are in good circumstances. Mr. Chester Gallup and Geo. Wright, sen'r. came here at the same time, and after getting fairly under way, in their new adventures, in 1837 went back east for their families, feeling confident that the county seat would be established here, and from the many natural advantages, all of which were so plainly marked, that but little time would be required in building up a place of importance. Mr. Chester Gallup still in the midst of his usefulness, and like his neighbor who had just preceded him, died in 1849, hardly yet having a foretaste of the benefits of his early efforts, also regretted, as another of the old pioneers that had gone.

A year or two after, David and Thomas Evans arrived here and settled on the lake shore near where the former still resides, the latter, Thomas Evans, having died some few years after. At that time the whole number of families consisted of that of George Wright, W. Stanley, Chas. Grignon, Chester Gallup, and the Evans. Chester Ford and W. A. Boyd had settled on the point a little south of the city.

In 1836 the land on the South side of the river came into market, but even before that, the irrepressible squatter had

pitched his tent; it is said as early as 1835, a Mr. Wright, from what is now Wrightstown, on the lower Fox river, found his way here, and built a cabin near the spot where the 3d ward school-house now stands. But soon after the land coming into market we find the names of Hamilton Stevens, H. T. Stringham, the President of the Wisconsin Bank of Green Bay, Jno Mead, and others, whose participation is not so distinct, connected with the project of building up a great city there, that should start into being without the usual delays and toil, incident to such an object; consequently the name of a new city flashed upon the world and

DANE CITY

had an existence at least on paper, if not in the ardent anticipation of its founders. Dane City, by the indefatigable, mental and physical efforts of its projectors, with the aid of artistic skill, in a very few weeks became a great city. The manner in which it sprang into being, with its numerous well laid out streets; its Court House Squares, its public parks and fountains; its magnificent church edifices; and last not least, its *Tower*, that should rival that one of old, and be the wonder of modern times, was only known to the *few* at home, while the existence of the magic city, was only known to the *many* abroad. Agents went abroad with elegant Lithographs, who rivaled the "Ready Relief" or the Yankee soap man" in eloquence. Many of the lots were sold for *cash*, choice corners and those on the public parks, were held at higher prices, while good business lots were held at fifty dollars each, title, *quit claim* or, contract, which in most cases answered just as well as a warrantee, and so the "work went bravely on, at least every where except at home. At length those who had invested in this

new city came on to take possession of their property, and found, with the aid of *Dug outs*, the stakes, for most of the lots in that city were "water lots," and then only saw the joke as it was, pronouncing it as "one little joke" or "a big humbug." In which ever light they saw it, they said but little, but sought the first opportunity of shifting the responsibility onto other shoulders; and thus ended the career of 'Dane City,' whose imaginary locality was where the third ward of our city now is; and what influence it had on the building up of that part of the city of Oshkosh is a matter not clearly defined. By some process the land fell into the hands of Jos. Stringham, who has done much in making that part of Oshkosh what it now is, and who still holds a large part of the lots, originally embracing about 400 acres.

A GOOD EXAMPLE.

Another of our old citizens was Joseph Jackson, who came here in 1838 and being a "higher law" and order man, and not unmindful of the Divine Injunction, set an example that good men in all times have followed, by taking to himself a wife, being the first marriage, in this place. The event was duly chronicled in the Green Bay papers as follows: Married at *Athens* March, 1838 at the house of Chester Gallup Esq., by the Rev. S. Peet, Mr. Joseph Jackson and Miss Emeline Wright, daughter of George Wright Esq. all of that place. Mr. Jackson coming here at that early day set a noble example to his fellow man and four days from the time of his arrival, was long enough to resolve to do a wise act. He immediately set himself about building him a house, which he did on High Street about half a mile west of Ferry Street. In 1844 still a pioneer in good works, he put up the first frame house,

on Algoma Street near Ferry, the same house being there still and in good repair. In 1846, he, in connection with W. Wright, caused a survey to be made of the village plat, and commenced the sale of lots. In 1854, and again in 1855, he was elected to the office of Mayor, being the Democratic candidate. Since then we see him struggling on with his fellow citizens, in all the up hill work, incident to the building up of a new town, and still among us with good evidence that many years may yet be his.

In 1839 C. J. Coon bought land of Robert Grignon, where he built a mill which was burned down in 1840. Mr. Coon, one of the oldest settlers, and a highly respectable member of the community at that time, is still residing on his land at that place, robust and active, as most of the old Pioneers are who have survived the hardships of a new settlement; and has lived to see a city grow up, and the country so improved and developed that it now stands proudly beside the most favored portions of the State.

Mr. Samuel Brooks deserves honorable mention as one of the first here, and I regret that I have so little data as to be unable to make but a very brief notice of him. He was elected as county surveyor, which office he filled for several years; he now resides at the place called Brooks Corners, about five miles north of this city, on the Neenah road, and is a well to do farmer.

From letters in my possession written from here in 1837, 38 and 39, there is plainly visible one feature in all, the people though few in number, were happy and generally contented. They were highly delighted with the spot they had chosen, were fully confident that it would at no distant day become a place of importance, and were not

discouraged or disheartened under the many trials and hardships to which they were subjected. They had to suffer many privations and forego many pleasures, but blessings innumerable they felt were theirs, and they were *content*, which was richer to them than mines of wealth, and the parent of a happiness that gold could not give. "We are in good spirits and hard up" says a lady in one of the letters alluded to. "We have little of the worlds goods, but the promise of a hereafter shines brightly here," says another, while the third, taking a practical view of the situation, says, "we are working hard with but few enjoyments, but the progress of the settlement, the rich soil promising food in abundance, the good health enjoyed by all, and the care of our families, keeps us from repining and fills us with hope for the future." Where, let me ask, are the heroines of romance upon whom so much mawkish sentiment has been expended, compared with the wife and mother, in all the functions of her high and holy office, nobly fighting out lifes battles in a new country? They sink into nothingness, and the bedrabled soul that conjures them up for the insipid food of silly youth, or effeminate maturity, is unworthy of an immortality.

Another letter to his friends left behind, says, "I have two Heifers worth \$50 a peice, and two Pigs, and shall get a yoke of Oxen if they can be found, as they are scarce and dear." Another says he has raised one acre of spring wheat, producing 28 bushels, and three acres of winter wheat, giving him 30 bushels to the acre, and one acre of Buckwheat. Flour here is \$12, Mess Pork \$30, Potatoes 25c, Beans \$3, Corn \$1.50, Wheat, 2, Wood \$2;" and so on.

About that time 1839, the products of Winnebago County, were 362 bushels

Wheat; 446 bushels of Oats; 21 of Buckwheat; 1090 bushels of Corn; 1960 bushels of Potatoes; 209 tons of Hay; 4400 lbs of Maple Sugar; 2 barrels of Fish, and 9000 dollars worth of Skins. In 1840 there were in the County, 39 Horses, 184 head of Cattle, and 147 Swine.

At this time we find Chester Gallup, and his two sons, J. P. and H. A. Gallup; W. Stanley; Geo. Wright and two sons. W. W. and P. V. Wright; the Brooks family, S. Quartermass, Ira Aiken, W. C. Isbel, Joseph Jackson, Schooley, C. Dickenson, C. J. Coon, C. R. Luce, David and Thomas Evans, Chester Ford, and W. A. Boyd, and probably others, but whose names are not now before me.

VOTING A NAME.

The first great conflict of opinions which marked an epoch in the history of Oshkosh, was in the choice of a name by which the city should ever after be known; which took place about this time in 1839. There was a great diversity of choice, each man bringing out a name to suit his taste. A meeting was called, and the voters from Butte des Morts to the lake assembled, and the contest was remarkably animated, and not carried on without a resort to a little "logrolling." The inevitable jug was under its favorite bush, and had at least, one vote. Mr. Evans furnished the box of cigars. All being ready, the informal ballot, brought out the names of Athens, Fairview, Oceola, Oskosh and Standford, all good and true, when the electioneering commenced and many a bit of eloquence was displayed on the occasion, and not without its concomitant expletive, so anxious and persistent was each man for his favorite candidate. At length the jug under the bush was heard from, and being as in aftertimes, a great electioneerer was beginning to

have things about *his* own way; resulting, in the choice of Oskosh by a small majority, and as usual declared to be the unanimous voice of the meeting; several declining to vote on this motion. Robert Grignon ever active in all public measures, and possessing considerable influence with the Half Breeds, was the God father at the Christening.

Those whose ears had not been so much accustomed to the "guttural" felt chagrined at the bad taste displayed in the choice

But like other things not readily cured,
In philosophy, or sense, must be endured.

I will beg leave to say in this connection, that if they had given the original name, not its vulgarity, by the use of a superfluous h, the propriety would certainly have been less questionable. The original name was *Oskosh*, and pronounced by the Menomonees with the accent on the last syllable, and never Oshkosh as now spelled and pronounced. There is much in a name, and for places as well as persons, a pleasant name is a thing of beauty, and lives long to bless the giver, while that which has claims to neither beauty nor appropriateness, will live long, and like the mantle of Nemesis, will ever trouble the possessor.

Mr. Fitzgerald, who was then in the Territorial Legislature, and having no doubt the interests of his constituents at heart, had then the opportunity of fixing the orthography of the name in accordance with its original meaning and manner of pronunciation, but by some inadvertance it was allowed to remain as it was reported from the meeting,

FIRST JUSTICE COURT.

Another reminiscence of the early times of Oshkosh is the organization of a court of justice. In the spring of

1838, Geo. Wright was appointed by Gov. Dodge as the first Justice of the Peace for this place, and immediately assumed the duties of his office. The first suit, growing out of some misunderstanding in regard to the possession of some land, being the first judicial trial, caused not a little sensation, and filled the Court room with interested outsiders. The case was Jas. Knaggs vs. Francis Leroy. Mr. Knaggs appeared in person and Capt. Wm. Powell for the defense. My informant failed to say whether a jury was called for, or a straight stand up fight on its merits, leaving the new made justice to decide in the case. The issue being fairly made, the trial proceeded. In a niche at the roots of a tree were the refreshments both solid and liquid, for Judge and jury, the solids being the needful for paying off the witnesses, the counsel, (like the Dutch Constable of old, had to pay his own fees). Capt. Powell a little *new* before a bar of justice, was most happy in his argument, and not wholly wanting in legal acumen on this occasion, gained the case, but bore his blushing honors meekly, and to this day it is said, the laurels of this his first forensic effort, are plainly visible on his brow.

Another little judicial squabble some little time after, the account being traditionary the dates cannot be given, came off to the amusement of those not concerned, and to the satisfaction of everybody. It appears that a certain person whom I will call I. L. D.— was in possession of some goods, wares, and merchandize, the rightful possession of which was doubted, so a resort to justice was had, by the party claiming to have been despoiled of the property, and a lively time it was, several *legal gentlemen* volunteering to try the case. So a competent jury was summoned and

duly sworn to hear nothing but the evidence, witnesses also to tell nothing but the truth, and the trial proceeded, but soon the jury became convinced that there was no clear case of guilt, and were not long, when the case was submitted, in making up their verdict of acquittal with this proviso, that the defendant should stand treat all around, to which secret proposition, through the Constable, the defendant readily consented and the court was adjourned just round the corner, where there was no *swearing* required and where the treats came down handsomely, and all agreed that the verdict was a righteous one.

Jan. 6, 1840—The Legislature passed the act for the organization of Winnebago County. The county then contained 135 inhabitants; in 1843 had only 143, and in 1846 it had 500 people all told.

By an act of the Legislature Feb'y 18, 1842, the Counties of Calumet and Winnebago were organized from and after the first of March, for all purposes of county government, and attached to Brown County for judicial purposes, the first election to be held in Manchester, Calumet county. To this arrangement the people of this county demurred, and held their election at the house of Mr. Stanley in this place, which proceeding was legalized by the legislature at its first session thereafter.

In 1842 the County was organized for all purposes of business, but remained attached to Brown County for judicial purposes for a few years after, when it was attached to Fond du Lac county, where it remained until 1847, when it assumed its own judicial control, the county seat having been permanently located here by the legislature in 1845.

POST OFFICE ESTABLISHED.

In 1840 the people feeling sorely in need of a Post Office, and a mail, which had hitherto been supplied from Green

Bay and Fond du Lac, through the means of couriers, which was attended with great delay and much expense, became clamorous for the organization of mail facilities nearer home. Whereupon an order came for a Post Office, and J. P. Gallup was appointed the first Postmaster. To Chester Ford who was then living a few miles south of the city, was given the contract for carrying the mail once in each week between Fond du Lac via Oshkosh, and Bridgeport, now Wrightstown, on the lower Fox river, a distance of about fifty miles. The mail was carried on horseback. The first trip made by Mr. Ford was a light one, and the mail was carried in his coat pocket; consisting of one letter and one newspaper; highly suggestive of the greatest impropriety of robbing the mail. His mail was a light one, but not so his task, when we consider that it was carried through an Indian country, through deep snow in winter and deep morass in summer, with but few stopping places, and those not always first class *Hotels*; we can readily conceive of a long and toilsome weekly journey. And then the task of the worthy post master; jumping out of a warm bed in mid winter, at the blast of the "Tin Horn," announcing the arrival of the mail, to "change" it; lighting a tallow dip, and with heavy eyes peering over the half obliterated superscriptions; and any one can readily imagine his task, when the amount of his *pay* is duly considered. This sketch may be a little overdrawn perhaps, but an indistinct recollection of a little experience in the same line suggested it.

In 1843, this place was called the town of Winnebago, and the legislature passed an act requiring that "all elections for town or county officers shall be held at the house of Mr. Stanley."

May 1, 1843—The first session of the Board of Supervisors was held; composed of W. C. Isbel and Chester Ford, (Mr. Porlier being absent) which being a quorum, Geo. F. Wright was appointed Clerk. The bonds of W. W. Wright as County Treasurer, were accepted, by C. J. Coon and E. B. Brennan becoming surety. They then adjourned to May 6, at which time the same Board met again and voted a tax of fifty dollars for county expenses, and also adopted a county seal; device, an eagle holding a serpent in his claws.

At the annual meeting of the Board Sept. 14, 1843, Isbel, Ford and Porlier voted to raise a tax of ten mills on the dollar, and sundry accounts were allowed amounting to \$36.75. In 1844, the Treasurer's report showed receipts for \$49.76; expenditures \$49.76. A tax of \$125, was then voted for county expenses. Same year an election was held for the election of County officers, and also to vote for or against a state government. The whole number of votes cast was 23—for a state government 4; against it, 19. At this election W. C. Isbel was elected Register of Deeds, Geo. F. Wright, Clerk of the Board of Supervisors, W. W. Wright County Treasurer; J. F. Aiken, Coroner, and Sam'l Brooks as County Surveyor.

LOCATING COUNTY SEAT.

In 1840, the Legislature passed an act providing for the location of the County Seat of Winnebago county, by the election of three Commissioners by the people. Whereupon, at an election called for this purpose, at the house of Webster Stanley, Robert Grignon, C. Dickinson and H. Reed were elected. These commissioners after looking the ground over, and hearing the arguments pro and con, reported that they had located the seat of justice for the county, on Sec. 24, town 19, and range 16, now

Butte des Morts. This report took the people by surprise, and caused much dissatisfaction; though from many considerations the wisdom of their choice could not be severely criticized—but in view of the general disapprobation, the legislature at its first session passed an act fixing it permanently at Oshkosh. Yet another effort was made in 1849 to have the County Seat established at Butte des Morts, but the project failed by 250 majority. Soon after the fixing the county seat here in 1847, active measures were inaugurated for the erection of a Court House, and \$300, was voted by the town towards the preliminary outlay.

FIRST MILL.

In 1847 Morris Firman commenced the erection of a saw-mill on the site of the present gang-mill—being on the north bank of the river and near its mouth. In the same year, Forman and Bashford commenced building a saw-mill at Algoma, which they pushed forward to completion a little ahead of Mr. Firman's, and actually made the first lumber, although Mr. Firman moved first in the matter of building. There was, at that time, a strong rival feeling between Algoma and Oshkosh, and every effort was put forth in any direction that would tend to the advantage of either. Thus we see that Algoma gained a little victory in cutting up the first log into lumber, being, however, but a few months ahead of Oshkosh. The Algoma mill occupied the site or nearly, of the present mill of P. Sawyer & Son.

The third mill was built a few years later, at Jackson's Point, in the 1st ward by Geer & Co.

The fourth mill was built by L.B. Sheldon, and on the site of L.B. Reed's shingle mill, in the third ward. Mr. Firman was the first to build a planing-mill.

The first grist mill was built at Algoma by D. W. Forman & Co., C.E. Woolsey, Agent, in 1848, being a grist and saw mill combined. The second one was at Jackson's Point, in 1850.

Before the building of these mills, there was great want of lumber, and the little that was used here at that time, had to be brought from Neenah or from up the Wolf river, as there was a small mill somewhere near Shawano; but the supply was far less than the demand, and even after the two mills were running here, it is said, that orders had to be left a week or two before they could be filled. Thus we see the small beginning of a business that has since grown to such an extent, that it has now become the leading business of the place, and has distinguished it as the great lumber manufacturing place of the North-West. The same or greater distress prevailed for want of flouring mills; for several years the people had to go to Manchester, across the lake, or to Neenah, and sometimes they had to go to Green Bay, a distance of over 50 miles, to get a bag of flour. This was attended with insurmountable difficulties, as there were no roads, nothing but Indian trails, and, at some seasons of the year, these journeys could not be performed in any way. In such times coffee-mills had to be used, and even a paint mill was a big thing, and brought many a grist at two shillings a grind, provided the owner of the grist would do the grinding. One of our citizens says he kept boarders and did all the grinding of the wheat in a coffee mill, which took most of his time. Wheat ground in this way was healthy no doubt, as of course it could not be bolted, but made very good bread.

The settlers in every new country experience privations, perils, hunger and fatigue, the recital of which would

stagger the belief of those who come after them; and the first settlers in Oshkosh were no exception to that rule. The first decade of its existence, tried both the endurance and the fortitude of its people, and not until 1846 could they begin to realize that they had not made a great mistake in coming, though none had occasion to retract their first sayings or opinions of the advantages that first elicited their admiration. The natural scenery, the salubrity of climate, the rich and fertile soil, have all been proved to be reality, but the world had not seen or appreciated them, and the tide of immigration did not set this way until after 1846, ten long years from the time of its first commencement, then the stranger came, saw and admired what had held the first comers ten years before, and from that time on, the flow of immigration was all that the most ardent had expected. In 1846 there were but 732 persons in the county, but in 1847, a single year, the population had increased to 2,787, being an increase, in a single year, of over two thousand.

FIRST TAVERN.

In 1846 Mr. Stanley opened a public house on Ferny street, on the corner occupied by McKey, Bro. & Folds, which he kept as such for several years, but as the patronage began to increase with the new impulse in the affairs of the city, he found it necessary to pull down the old board shanty and erect one more suitable to the business and prospects of the place.

The second public house was opened by M. Griffin, on the site of the old Oshkosh House, on Ferry street, midway between Otter and Ceape streets, which was a good house, and long supplied the demand for such a house.

The third one of which I have any note, was kept by Otis & Earl, all these

houses being in operation in the year 1848.

As there is in all new places a want of something stirring, something to relieve the monotony, everything of this nature is eagerly seized upon and made the most of. If I may be allowed to retrograde a little, I will relate an incident occurring in 1840, which was one of great interest at that time, and perhaps not uninteresting now. This was the first celebration of our American Independence in Oshkosh, and a great occasion it was. It took place on the lake shore near the foot of Washington street, and was of the Pic-Nic order; ample preparations being made for a grand dinner under the Oaks, every man, woman and child turned out to do it honor. Oxen bowed their necks to the yoke, and were hitched to the sleds, (they had no wagons) to bring to the feast the fatted calf, lamb and pig, and every thing assumed the proper shape for a time that would do honor to the day and be long remembered by the people. Mr. J. P. Gallup was the orator of the day, and J. H. Osborn read the Declaration of Independence. The drinking of toasts, and short patriotic sentiments, common to such occasions, were not omitted, and the day was well rounded out with such cheer as the circumstances might admit or require. If there was any lack of a *full house*, the lack was more than made up by the determination of all to have a "glorious time,"—so ended the first grand anniversary of our American Independence in Oshkosh, an occasion that has not been forgotten to this day.

INDIAN TRIAL.

Another incident happening about this time and creating quite a sensation, has been related to me by one who witnessed it. There were still prowling about here bands of the Menomonees as

well as Winnebagoes, and although they generally lived together peacefully enough, difficulties would sometimes spring up and outrages would sometimes be perpetrated. So it happened that a young Winnebago was killed by a Menomonee. It was the custom of the Indian, when a murder was committed, for the murderer to bare his breast to the avenging knife in the hand of a brother of the slain, or his nearest of kin, in times far back, an opportunity not slow to be laid hold of. It was also a custom with some tribes to ransom the murderers by payment of horses, blankets or trinkets, that might be agreed upon, when the guilty party would go free. My informant says the scene was an impressive one. At the appointed time for the trial, the Winnebago chiefs, one in each canoe, sitting bolt upright, in all the pomp and panoplys of "fuss and feathers;" the several canoes, each being paddled by eight of the tribe, were slowly and silently approaching the place of trial, which was the grove near the mouth of the river. All being at length seated, the accustomed pipe went the rounds on its mission of peace, and the prisoner was brought before the Council. The head chiefs of both tribes were seated side by side, the sub-chiefs being seated around to do the grunting and perhaps to vote if a question should be submitted to them; and thus the trial went on with all the gravity of Indian imperturbability, and a decision arrived at, that the prisoner should be liberated on the payment of a certain ransom, being then and there agreed upon—and so ended another occasion of unusual interest.

About the year 1844 the first steamboat made its appearance, called the Manchester, built at Manchester on the east side of the lake. It was designed to run on the river between Oshkosh

and Shawano, as well as on the lake, and for some five years she performed her trips acceptably to her owners, when the name was changed to Badger State. On one of her trips at or near Shawano, on the Wolf river, she broke her crank—what was to be done? Nothing could be done but to get a new one, and so they started three men on foot across the country to Green Bay, being the nearest place at which such a thing could be supplied. After considerable delay the crank was obtained, and carried on the backs of these men, through a dense forest, without a road or even a trail to guide them, back to the place of the accident, a distance of forty-one miles, when the boat resumed her trips.

The second steamboat appearing in these waters was the Peytona, a fine boat built at Neenah, in 1849, by Capt. Estis. The Peytona was a great improvement on the Manchester, larger, better fitted out, and better adapted to the trade on the lake and river, and gave good satisfaction, both on her part, as well as on the part of her commanders to her patrons. She had a successful career and was succeeded by other boats which will be spoken of hereafter.

At this time there were some four or five small schooners or sloops running on the lake, of from five to ten tons, and proved quite successful in the lake trade.

CHANGE OF TRADE.

Up to the year 1848, Green Bay was the port of entry for all commercial operations, and a depot for all supplies for northern Wisconsin, from time almost immemorial. From the first occupation of the country by the white man, Green Bay was the out-fitting post for northern and western posts, and her foundries and machine-shops, supplied machinery, her mills the flour, and

her stores the provisions. In short, the people of this new town had been accustomed to look to Green Bay for almost every thing they had to buy, until stores and provision houses could be started. The change of trade from that place may be attributed to several causes. Sheboygan began to offer a better market, with a means of transportation more favorable, as well as a market better supplied. The lower Fox river presented serious obstacles in navigation, and caused great delays in getting goods from the east, while the new route from Sheboygan, with a plank road to Taycheedah on the east shore of Lake Winnebago, and boats to this place, presented less difficulties and delays, and at cheaper rates—these were some of the causes, and, perhaps, the main ones, that caused so radical a change as took place, and until the completion of the railroad to this place, the trade and travel over the Sheboygan and Milwaukee routes was a large one. It is said that the arrival and departure of the boats were occasions of great interest.

In the Spring of 1847 Edward Eastman, C. Ford, S. H. Farnsworth, Geo. F. Wright, Wm. Smith, and L. M. Miller, were incorporated a Fox River Bridge Co., for the purpose of building a bridge at the old ferry, foot of Ferry street. The company commenced the erection of the bridge promptly, but it met stern opposition from parties interested in other localities, which greatly retarded the work, when it was taken and completed by Abel Neff. On the 3d of July the first team crossed over it, and next day, the "glorious 4th," hundreds of people tested its capacity, notwithstanding its enemies had pronounced it unsafe, that it would be carried away, by the current, that it would sink under its burdens, and other

calumnies not uncommon in such cases.

FIRST STORES.

As early as 1843, J. H. Osborne opened a store near the lower end of Ferry street, but soon sold out to Amos Dodge, who changed the location to the old store still standing near the present gang-mill, where he did a successful trade for several years.

The second store was opened by Smith and Gillett, corner of Main and High streets. The third one by Miller & Eastman in 1846, on Ferry street. In 1847 and 1848 several other stores were opened, a law office, a shoe shop and other branches of business. In 1849 Jas. A. Chesley kept a store on Ferry street, consisting of all kinds of goods. The same year in the Winnebago store was opened a general stock of goods, by Andrew & Papendiek. Another by W. A. Knapp, a general stock, and same year Whiteacre & Langworthy opened a store with a general stock. In 1850 M. J. Williams opened the first drug store, in which business he has continued successfully up to the present day, being the oldest druggist now in the business in the State.

In 1849 Governor Dewey and others arrived here, and made preparations for the inauguration of active measures on the "Fox and Wisconsin Improvement."

The first addition to the village of Oshkosh was made by L. M. Miller, and some others, in the year 1847, which addition was a part of the original claim of Mr. Stanly's.

CHANGE OF POSTMASTER.

In 1849 a little excitement arose about the appointment of a new Postmaster. Mr. Edward Eastman, the incumbent of the office, expecting a removal in consequence of a change of administration, resigned his office in favor of Mr. Arnold, a good Whig by the way. In the meantime confidential

meetings were being held on the street corners, and there were several candidates in the field, all pressing their claims, and counting the thing sure; when unexpectedly the appointment of Mr. Arnold came on, which created great indignation among the aspirants that the retiring Postmaster, being a Democrat, should appoint a successor. But where the joke comes in; one of the aspirants had applied a short time previous to Mr. Eastman for the same favor that was bestowed on Mr. Arnold; but Arnold being a good Whig, showed fight, and a meeting was called to settle the matter. This meeting declared A. A. Austin, then a Judge of Probate, as being the man, he having received the greatest number of votes. A motion was then made and unanimously carried, that the fortunate elect should pay the beer; the judge coming down right handsomely in the spirit as well as letter of the motion. Mr. Arnold assumed the duties of the office, notwithstanding the ban of displeasure was held over him, until the June following, when A. A. Austin, Esq., was duly appointed Postmaster, *vice* G. Arnold removed.

In April, 1849, both Democrats and Whigs made a nomination for town officers, but many being opposed to making a party nomination, a third party was brought ought, called the People's Ticket, which ticket was elected by respectable majorities.

OSHKOSH IN 1849.

Some more general items of improvement not mentioned before as occurring in 1849, may be briefly mentioned as follows: The lake and river trade was carried on by the steamer Manchester, and some three or four small vessels, and an addition to the "marine force" was greatly needed. It didn't have to wait long, for in the winter of 1849-50 the steamers, D. B. Whitacre and Pey-

tona were built, and in the summer following, commenced running between Fond du Lac and Menasha, by Taycheedah and Oshkosh.

The market report shows the price of flour \$4.25; Wheat, \$1.00; Oats, 25 cts.; Potatoes 25 cts.; Butter, 16 cts.; Eggs, 12 cts.; Pork \$5 per cwt.; Beef, \$4.00. During the year 5000 bushels of wheat were raised within what is now the city limits; 340,000 in the county. The high price of provision was complained of and emigrants advised to bring their provisions with them.

At the close of this year there were six dry good stores, four groceries, seven lawyer's offices, two shoe stores, two taverns, one saloon. One steam saw mill, one shingle mill, one furniture shop, one sash and door shop, two cabinet makers, one watch maker, one gun smith, one harness maker, three black smith shops, one physician, and one newspaper, (7 lawyers! 1 doctor!! a sound body but bad at heart). Of the butcher shops one was located on the corner of Main and Washington Streets, where Knapp & Fowlers' Grocery Store now is, but it was too far out of town, and the proprietor was notified that he must move nearer the business part of the place or lose his patronage, which hint he acted upon instantly, moving his shop on rollers, and saved his trade by setting up near Ceape Street.

Amos Dodge and Geo. F. Wright this year added greatly to their facilities of storage and forwarding, by making a large addition to the old Ware House; and doing a lively business.

A little incident quite amusing happening about this time, may be mentioned. A young Norwegian, a little green out west, was anxious to vote on the question of the proposed change of the county seat to Butte des Morts, and

also wanting to enter a piece of land; seeing a doctors sign for vaccination, mistook the word for *naturalization*; and stepping boldly into the office of the modern Galen, desired to be vaccinated. The doctor ordered him to be seated and make bare his arm, when he produced his lancet, preparatory to the operation. Norwegian stared wildly,—“is that the way to do it?” he asked, “To be sure,” says the Doctor. “Well I want it done right, so I can vote on the county seat, and get a pre-emption of some land.” The doctor just beginning to [see it, told the young Norwegian that he had got into the wrong shop to pre-empt his land, and was directed to the Register’s office, and to the Clerk of the Court for naturalization.

BENEVOLENT INSTITUTIONS.

In 1850, Oshkosh was not behind sister villages in charitable and reformatory institutions. It had at this time “*Saukeon Lodge No. 32,*” I. O. of O. F. which held weekly meetings in their Hall over W. A. Knapp’s store.

Also Oshkosh Lodge, No. 27, A. F. & A. M., whose hall was over Weed’s store, on Ferry Street.

At the same time I find a record of the “Oshkosh Division of the S. of T.”—J. P. Gallup, W. P.; H. Rogers, W. A.; and R. L. Howard, R. S.

One *other* institution of a little different kind has been described; not strictly a *benevolent* institution, yet the widow’s heart had cause to bless *somebody* for aid received; and not a few were the acts of kindness bestowed on the unfortunate in other cases. This institution was called the O. E. O. 1001, and held weekly meetings for mutual benefit, by way of, “laugh and grow fat.” The more sedate and staid members, it is said, made but short memberships, but received great benefit. Its distinguished feature was the upsetting

of the gravity of the most serious of its members, and never failed in accomplishing its purpose, except in one case, and that one, one of our most respectable citizens, who never speaks of it to this day, without a smile on his countenance.

In May, 1850, there was a report, though found to have but a feeble hold on facts, went the rounds, causing not only a sensation, but actually retarded the settlement of the place, which had been growing quite rapidly. The scare however soon passed over, and the progress of improvements regained its usual vigor. The following description of the immigration to the place, and its condition at the time, I find in the *Democrat* of May, 1850. It says—“The influx of immigration into this portion of the State, the present spring, is far greater than had been anticipated by the most sanguine. The whole tide appears to be rolling this way, and in and upon us. By day our streets are crowded with immigrants, prospecting over our beautiful village; and the advantages, and rapidly growing improvements, mark it as a place of wealth and importance at no distant day. By night, our Hotels, under the management of experienced and obliging landlords, are all filled to inconvenience. Every boat that arrives at our port,—and there are daily arrivals—bring the mechanic, the artizan, and many others of other industrial pursuits; who, from choice, have selected this for their permanent homes. The pioneer from Eastern and Southern States, and many who had at an early day, temporarily settled in other parts of this State, are fast making their way to this part of Wisconsin. The German population which is not at the present time inconsiderable, is being augmented by constant arrivals, bringing with them their

peculiar habits of industry and enterprise. These considerations combined, justify the conclusions, that have already ceased to be a probability, that Oshkosh must continue to remain the most important commercial town along the line of communication from the Mississippi to Lake Michigan. With water communication and privileges unbounded—a soil unsurpassed in fertility, variety—timber, openings and prairie land to suit all taste—with a ready and easy market to the best marts east and west; nothing remains but a knowledge of these facts, to invite to this portion of the State, from among the flood of emigration moving on in search of homes in the west."

IMPROVEMENTS AND PEOPLE.

In the summer of 1850, Messrs. Weed, Gumaer & Coon built a bridge across the river at Algoma, and that place, now the 5th ward of our present city, was improving rapidly—mills being erected, dwelling houses, bridges, &c., being among the improvements most prominent at that time. The rival spirit that had been kept alive from the first, still continued, and every nail driven, and every blow struck, was but good evidence of their determination to outstrip Oshkosh, its rival in the race. Nor was the idea of making Algoma *the* place, relinquished until about the year 1856; when Oshkosh had rather got ahead of her sister village,—had actually become a city. The superior advantages of the latter, in river and lake navigation, nearness to the expected railroad, and in some other respects had only to be seen to be appreciated by those who came here to look about, and gave her that advantage her rival could not do away. It cannot be overlooked, or denied, that Algoma had a position that entitled her to the most respectful consideration,

and probably would have fared better in the public estimation, if less eagerness in big profits on sale of lots, had been practiced. It is said, at one time lots were held at such high prices, that the prospector was deterred in his purpose of settling there—that, however, was a fault so common as to be almost excusable; and Oshkosh was not entirely exempt.

In July, 1850, a tri-weekly mail was established between Oshkosh and Berlin, and soon after extended to Ceresco, now Ripon. July, 1850, Arnold & Gates started a steam saw mill near the bridge. In the same year the town of Nekimi was divided, and that portion along the lake shore organized into a new town by the name of Black Wolf. A portion of Algoma, adjoining Sheldon's Mill, was attached to Winnebago.

The population of Oshkosh in 1850 was 1392, of whom 758 were males, and 634 females. The professions and occupations were nearly as follows: Lumbermen 26, Lawyers 29, Merchants 24, Saloon keepers 9, Butchers 8, Blacksmiths 11, Editors 2, Speculators 1, Bakers 3, Printers 8, Grocers 11, Farmers 21, Laborers 93, Carpenters 77. Men who had no visible occupation, sometimes miscalled gentlemen, 31. The balance being pretty well divided up between nearly all the various vocations, not mentioned above, in which this place was well represented. The nativity was, Maine 72, Ohio 42, Conn. 10, N. H. 14, Penn. 42, Vermont 67, N. Y. 335, Michigan 16, N. J. 6, Mass. 32, Illinois 24, Wisconsin 175, New Brunswick 33, Wales 24, Ireland 76, Canada 32, England 75, Germany 226, balance scattering.

Oct., 1850,—Edward Eastman was nominated on the regular Democratic ticket for Member of Assembly. Wm. Blanchard was the nominee of the Whig

party. Jas D. Doty was the candidate for Congress for the 3d district, and elected by 4000 majority. Mr. Eastman was elected to the Assembly. At this election the Democrats elected their Congressman, Member of Assembly, Dist. Attorney, Treasurer, Clerk of the Board, Surveyor, and Coroner. The Bolters elected the Sheriff, Register and Clerk of the Court. The total vote of Winnebago County was 1665.

The Board of Supervisors met Nov., 1850, a full board, and having a large amount of business before it. All orders ever issued by the county up to the present session, were cancelled, and destroyed except \$700. Orders allowed about \$2000, making the indebtedness at that time less than \$3000. The report of the County Treasurer showed \$1600, in the treasury, in tax certificates, which were supposed to be available; showing an actual indebtedness of about \$1500. The Board ordered a tax of six mills levied for county purposes—two mills for schools, two mills for State tax and one-fifteenth of a mill for the asylum for the blind. A resolution passed that after that date, no fees should be allowed in assault and battery cases.

The new steamer, Whiteacre, built by J. Harris, and name changed to Oshkosh, was sunk soon after in the lake near Fond du Lac. She left that place about eight o'clock in the morning on her regular trip, and when out but a short distance was found to be sinking, and turned round to put back, but was unable to do so, sinking in about four feet of water. The cause of the accident was supposed to be the ice, which was of considerable thickness at the time.

In Nov., 1850, a Board of Fire wardens were appointed to examine into the condition of the fire apparatus in the village—many however proving re-

fractory or unwilling to comply with the orders of the wardens.

Hotchkiss' line of telegraph from Milwaukee to Green Bay, was completed, and Oshkosh put under the influence of lightning facilities, for communicating with the rest of the world.

A little excitement occurred here about this time on the subject of the fugitive slave law. Rumors had been in circulation that there were human bloodhounds on the scent for some black men and women, who had recently come to this place. Oshkosh had gravitated decidedly towards Democracy. Still it was not believed that it would be a good hunting ground for fugitives of a dark color; therefore on the possibility of such a thing happening, a meeting was called at the Court house to take, not only the slave hunters into consideration, but the law itself, called the fugitive slave law. At this meeting the subject was pretty freely discussed, the majority of the meeting leaning toward the full execution of the law, winding up by the passage of resolutions sustaining it; but hinting that slave hunters had better keep away from Oshkosh.

In the fall of 1850 there was much complaint of the deep mud on Ferry Street, and many suggestions for an improvement were made; and the best of these suggestions was, that the street be laid with plank, no other way was then thought of. The block pavement was not then in use, at least, out west, and no very clear idea of its practical utility or advantages. None then had so wild a dream as that the same street would, as now, be paved by blocks, or that Main Street in the city of Oshkosh would ever be graced by a Nicolson pavement. But thanks to the spirit of improvement, a spirit that never dies, and thanks, too, that our new Lumber

city, had minds to conceive, and energy to execute, this great and much needed improvement. Following closely this meeting an ordinance was passed providing for the planking of Ferry St. In good time, plank were laid on each side of the centre of the Street, making two tracks of plank, and one of mud in the centre, a decided improvement on all mud.

A birds eye glance over the improvements for the year 1850, shows the old Oshkosh House enlarged and greatly improved, a Brooklyn House on the south side of the river, and a Winnebago House; seven or eight stores; several manufacturing establishments, though yet on a small scale; a brewery; two drug stores; Insurance and real estate offices; Doctors, Lawyers and Dentist's offices; school houses, a good deal better than none; places of religious worship, —a step in the right direction; a temple of justice and retribution, called a court house and jail; and many other of the lesser lights of progress. While at Algoma, they had an Eagle Hotel and Algoma House; a new mill; several houses going up and a bridge. Showing altogether in both places, unmistakable signs of great progress.

In 1851 the Portage Canal was so far finished that two steamers had already passed through it. In the same year the Congregationalists, having until this time used the Court House as a place of worship, built a church on Ferry Street near Church Street, and the Methodist society erected a neat commodious chapel on the site of the present one, on Church Street. The House built by the Congregationalists, was of good size and height, pews neatly and commodiously arranged; the whole edifice well painted and wearing the garb of neatness and good arrangement. This house was used until 1859,

when their new church edifice on Algoma Street was so far finished as to allow the use of the basement for purposes of worship. The old house is still standing, sound and healthy, but bearing no marks now of its once having been consecrated to a high and holy purpose—it is now occupied as a dwelling, and a Feed and Flour Store.

The people became a little excited over the subject of excessive toll at the bridge, and the usual remedy, a meeting was called, to ventilate the matter, and have their grievances redressed in some way. The bridge had just completed its first year and proved itself far more useful than its enemies had predicted it would, and now its owners desirous of making more money out of it, imposed an extra tax on the people, by raising their commutation rates of toll about a hundred per cent; to which the good people demurred, and the meeting called at the Court house, July 16, 1851, was the means used to reach a remedy. At this meeting crowding the Court House to its utmost capacity, it was suggested that they go back to a free ferry; others that the city buy the bridge; which seemed the most plausible and was concurred in by many. After talking the matter over, a committee was appointed to call on the Bridge Company for abatement of charges, which was to some extent conceded, and all tried to be satisfied for two or three years, when the bridge was bought by the city and became a free bridge.

The Rock River Valley Railroad opened at this time a new line of trade between Fond du Lac and Green Bay, by a line of steam boats to Menasha, plank road to Kaukauna 13 miles, and thence by steamboat again 20 miles, to Green Bay. By this route the trip was made in seven hours. The steamer

Menasha supplied the lake part of the route.

The *Democrat* of August, 1851, says: "On Thursday last, five steamers were leaving this place at the same time. The Menasha and Peytona, for foot of the lake; the Oshkosh and Badger State, for Berlin, and the Mitchel for Mukwa." It is needless to say the editor was greatly exhilarated on the occasion. The same editor went into *extatics* over the new Soda Fountain, a new institution here, put up by M. J. Williams, "It sent forth its sparkling waters," he says, "to the comfort and delight of thousands," (rather lucrative business)—that same fountain is still sending forth its waters, just as sparkling as it did sixteen years ago, to scarcely less numbers.

Up to this time Oct., 1851, there was but one school house in this part of the place, and that was a small one, and as most school houses were at that time, low, illy ventilated, badly arranged, and entirely inadequate in regard to size, to accommodate the growing (up) population of the place. A new house was much needed, and the subject came up for free discussion. Some proposed to raise by tax 1000 dollars to build a new one; to the propriety of this proposition none dissented, but all felt poor, as is generally the case when a new school house is to be built, and doubted the expediency of taxing the people at that time for such a purpose. It was suggested that they use the Court house, as they were soon to have a new one; others proposed that the matter be put off a little longer, which suggestion seemed a popular one, and the whole matter was postponed to a future time. (that time will be noticed in its proper place.)

Oct. 21, 1851, the steamer Berlin, Capt. Malbourne, made her first appear-

ance here. She was a double engine and a well built boat for the trade for which she was designed—to run on the Wolf river.

INDIAN PAYMENT.

Another payment to the Menomonee Indians took place Oct. 30, 1851, and like the preceding ones, was a great day in every imaginable sense. Merchants and traders looked forward to these occasions with great earnestness in order to get their dues; as it had long been the practice to trust the Indians until payment. It was attended, too, by a very large class who had no dues to collect, but had goods to sell, and they could not forgo this last opportunity of trafficking with the unfortunate creatures, that would part with their last dollar for a mere trinket of no value. It was also attended by hundreds from mere curiosity or for recreation, and lastly, it was attended by gamblers, bad characters of all kinds; every possible device was resorted to, to get the last cent of the miserable and degraded beings, whose numbers were every year growing less, and who would, in a few years entirely disappear. So it became a game of "now or never" and to say that on such occasions, conscience, or rectitude of purpose, had any part or lot in the matter, would be a gross misrepresentation of things as they were. A person who was there says: "The poor remnant of the Menomonees were gathered there in their squallid misery, and any number of eating, drinking and gambling saloons were clustered about, meat shops, stores, confectioners, clothing shops, and a little of everything found in any large village, was there, and every means to get their money was resorted to—a painful sight."

Nov. 2, 1851, the steamer Berlin was partially burned at her dock at Menasha; the engine and hull saved, most else lost.

Another year in the history of Oshkosh is glanced over, and I would continue my practice of noting each and every step in its progress, each new store, shop and office; but so multiplied are the improvements, and so many are the accessions to all branches of trade, that it is now impossible without greatly enlarging the limits designed for this brief work; and perhaps trespassing too far on the patience of the reader—hereafter I shall pass on more rapidly, only noticing such events, or such improvements and progress, as will be most interesting to the reader; or such as may be useful as matters of reference, or valuable as historical record.

CHILD LOST.

The greatest excitement that had ever occurred in this community, was in April, 1842, concerning a little boy some four years old, said to have been stolen from his parents, named Patridge, in the town of Vinland, adjoining this place,—by a Menomonee woman, called Nah-kom. Mr. Patridge was a well to do farmer, and had beside his farm in Vinland, a piece of timber land some five miles from his residence, where he made maple sugar, and was in the habit of taking his family with him to the sugar camp. One day this boy, Casper, accompanied his father, and being left alone somewhat, was missing and search was immediately made in every direction without avail. The neighbors turned out, and all the country far and near, and all the Indian villages and camps were visited with no good result. It was generally thought that the Indians had stolen the child, and the whole people became interested in the search. At length a small party of the Menomonees made their appearance and among them this woman Nah-kom, having with her a little boy that did not appear to be her child. This sus-

picious circumstance with others quite as mysterious, were communicated to Mr. Patridge, when he sought for and returned home with the boy to his home, and taking also with him this Indian woman and her family; whom he kept at his house over night. Mrs. Patridge did not recognize the boy as hers, and Mr. P. was not fully satisfied it was his boy, though all his friends and neighbors were convinced that this was the lost child. The Indians returned to their camp, taking the boy with them as Mr. P. had relinquished all claims to him. His brother, F. H. Patridge on hearing that the boy was given up, started in pursuit again, and finding the child, sued out a writ for the recovery.

The question then came before E. L. Buttrick, Court Commissioner, who after patiently hearing all that could be brought to bear on the question, postponed his decision for a short time, intending probably to bring the case before the regular term of Court, perhaps not wishing to take the responsibility of deciding a case of so much doubt, but changed his plan as being illegal, and came to the decision that the child belonged to the Indian woman; Mr. Patridge to pay the cost.

Pending this decision however he had allowed the boy to remain in the family of Mr. P., he giving bonds of \$2000 to deliver the child up to the Indian Superintendent on the requisition of the Court. Immediately on hearing of the decision, some one started to inform the Patridges, and at the same time the Sheriff started on horseback with an order for the boy. On arriving and finding the boy he presented his orders but was informed that if the boy went, *he*, Mr. P., must go along, and requesting the Sheriff to wait until a team could be harnessed.

During this delay some twenty of Mr. P.'s neighbors presented themselves and informed the Sheriff that the boy could not be taken back—and so the boy was spirited away and Mr. P. claimed that he was not holden on the bond, as the child was in the Sheriff's custody when taken away.

But the Menomonees were not disposed to give the child up so, and through their Superintendent, got possession of the boy once more, and he was taken to Milwaukee. The Patridges then sued out another writ before Judge Smith, and pending the trial, the boy was placed in the hands of the sheriff. After a full examination of the case, the judge also decided that the child belonged to the Indian woman Nah-kom, and that it be given up to her—but to remain in the hands of the Sheriff for two days in order to give the Patridges an opportunity of taking other legal steps if they chose to do so,—but instead of taking legal measures further they made off with the boy.

Smarting under a sense of this new wrong, a delegation of the tribe went to Milwaukee, their old chief Oshkosh being at their head. He sought the office of the Milwaukee *Sentinel*, and wished to tell his wrongs to the editor of that paper, that he might tell the world.—On being permitted to relate the story of his grievances, he made a speech, being interpreted by Robt. Grignon and Wm. Johnson, that in sincerity and apparent truthfulness, as well as eloquence, would gain him a high position as one of nature's orators. So far as this speech relates to the lost child it is given entire. "I was at the payment at Lake Poygun, made by Col. Jones, when this child was born. I then lived with my people on the Wisconsin. I was desired to come to the payment with my tribe—the roll had all been made up—and the

payment was to be made next day—during the night the child was born. I asked Col. Jones to put this child on the roll, he said it could not be, except by the consent of all his chiefs—then the child should have its share in the payment—they were willing—the boy was put on the roll—his share was given to me—I gave it to his mother—It was the same child taken from us—It is the truth I am telling. And now we want you to help us to get back the child—we still hope to find him—we cannot give him up—we want you to satisfy the public that the child is ours—we hope to take him with us this time. I came from a great distance—once before, the child was carried off by force, after the law had decided in our favor—and now he is again carried off—we are grieved and disappointed—this is why we ask your help."

May 7, 1852, the old jail was declared by the Grand Jury as a nuisance. They say; "they deem it their duty to present, not only those who offend against the laws of the State, but also whatever is offensive to the sense of humanity. Their attention has been called to the jail of the county, and having visited it, and made a careful examination of the premises, they feel it a duty they owe to the county, to the Court, and to themselves, as well as to suffering humanity, to declare it in their official capacity, as utterly unfit for even a temporary abode of human beings.

About this time May 25, 1852, considerable excitement arose on the subject of the Neenah and Menasha Dams. The waters of Lake Winnebago had risen about two feet at this place, and was the subject of much complaint among those who were suffering from it. The cause of the rise of water was justly attributed to these dams at the foot of the lake.—Meetings were held here, as well as in

Fond du Lac, and some pretty strong resolutions passed, (not belligerent) and a committee from both places appointed to see what might be done to lessen the evil—at length the matter died away and nothing of great moment was done, or conceded as I can now learn.

A FIRE

Oct. 15, a large two story building, known as "Bode's Barn", somewhere near the present Adams House, the upper part of which was finished off for a ball room, was destroyed by fire, with two other small buildings, supposed to be the work in incendiaries. This is the first fire of which I have seen any account in Oshkosh, and as this particular element has in after times acted so important a part in the purification and upbuilding of the place, this first occurrence deserves a passing notice.

FIRST BELL

In February 1854, a town bell, cast by Fred Gaenzler of this city, was placed in the cupola of the building on Ferry Street corner of Ceape known as 'Marks Block'. The bell weighed 700 lbs. and had an excellent tone. It was the first one made in the State, and the manufacturer had reason to be proud of a thing that could so well sound its own praise. The building was destroyed by fire in the great fire of 1859, and the bell was lost; but it was recast, and is now on the cupola of the Engine House, having no less the ring of the true metal than of old.

OSHKOSH IS A CITY

In progressive times like the present, when boys jump suddenly from the kite and marbles to the manly habit of cigars and a headed cane; and girls from doll babies to moonlight rambles, and everything characterized as being *fast*; it is not at all strange that a village of two or three thousand inhabitants should be

putting on city airs, and ready to take upon itself a name, and the responsibilities of a city.

The people taking this view of it adopted a city charter by 177 majority, held their first charter election under it, and elected Edward Eastman as their first mayor April 5th 1853. There were two tickets in the field, Democratic and Independent. Mr. Eastman, being the nominee of both parties, had little difficulty in being elected. The following persons were the first municipal officers elect.

For *Mayor*, Edward Eastman
City Clerk, Wm. Luscher,
Treasurer, W.H. Weed
Marshall, E. Neff
School Supt., E. R. Baldwin
Alderman 1st Ward, W.G. Gumaer, H. Swart,
Assessor, D. Dopp,
Justice, C. Coolbaugh,
Constable, J.A. Rae
2nd Ward Alderman, M. Griffin, A. Andrae,
Assessor, W.A. Knapp
Const., F. M. Crary
Justice, J. R. Forbes
3d Ward Aldermen, A. Neff, S. Wyman;
Assessor, F. Leach
Justice, L.B. Read
Constable, M. Moody.

In the spring of 1853, the Local Press thus speaks of the business of the place, "There are more buildings put up, more life and activity all around town, than formerly. Last season there were untenanted houses, they are all occupied now, and a great demand for more. All our dealers are receiving heavy stocks of goods in their respective lines of trade and activity, and prosperity apparent on every side." Such is the initiatory of the new city.

In May 1853 the people were agitating the subject of a railroad from Milwaukee here. The need of rail road facilities were beginning to be felt since the

place had become a city, and business of every description had greatly increased. The lumber just then beginning to be made to some considerable extent, with yet a small market at home, was wanting means of sending it away; the country in its agricultural resources had just begun to be developed, and a little surplus was also looking abroad for an outlet; in short every operation was feeling cramped for the want of railroad facilities—and the prospect of a road from almost anywhere was a matter of interest. In furtherance the project every necessity for, and every advantage of that could possibly be shown up as an inducement, such as our fertile and well settled country, our large and navigable rivers, running direct from the great pine forests, our lumber manufacturing, as well as our fast growing town, were all held up to view. The council, convened to take the matter into consideration resolved that in accordance with the provisions of the law, an ordinance be passed, pledging the credit of the city of Oshkosh to the Milwaukee, Fond du Lac and Green Bay rail road company, for the sum of \$50,000, provided said company will contract for the building of the road direct to Oshkosh.

COUNCIL ROOM.

The Council at their regular meeting May 6th, 1858, resolved to grant licenses for selling spirituous Liquors, to Hotels for \$20.00, to saloons \$25.00, and that the City Attorney be directed to prosecute all persons selling liquors without a license. That the watchman be paid \$20.00 per month for this ordinary duties, and that he ring the city bell, at 9 A.M. and 12 M; and at 6 and 9 P M—for which services he received \$5.00 per month. They also passed an ordinance providing for the planking of Ferry Street; which in due

time was done by a plank track on each side of the street, leaving a space in the centre without plank, a decided improvement on the old hottomless road that the street was, before the plank was laid.

In Dec. 1853 the Board of Supervisors took action to commence the erection of county buildings. They appointed a committee to begin immediately the erection of a fire proof building for county offices, and instructed the members of the legislature from this county to procure the passage of a law authorizing the county to issue bonds, to raise money to build a Court House and jail.

FREE BRIDGE.

In March 1854 the city began to rejoice over the immediate prospect of a free bridge. The old bridge had long been a rickety old affair, and a nuisance beside being a toll bridge, and the people had become impatient to have the toll bridge obstruction to the business of the city removed, and not until after long and earnest discussion, was a satisfactory arrangement arrived at, and then not without the most persistent opposition. A strong effort was made to get the bridge at Broad St. Meetings were called and at one time it had some prospect of being carried to success. It was however, decided by a majority of 152 votes at a meeting, March 16, to purchase the stock of the old one, and bonds for \$2000 were ordered to be issued, as soon as the entire stock of the old bridge company shall be transferred to the city. But the trouble did not quite end here; the opponents were not all dead, and so application was made to Commissioner Buttrick for an injunction restraining the city from issuing their bonds for the purchase of the old bridge. This injunction was granted, and duly served

the Mayor (Edward Eastman,) but having an eye to public good, and keeping in view the expressed will of the people, declined an answer to it, for which contempt he stood responsible, but was sustained by the people, and finally the injunction was withdrawn, the applicants paying their own cost. It is said that an excitement so intense had never before pervaded this community, and from a circumstance worthy of mention, it appears the *elements* were enlisted on the side of the opposition, for the very next morning after the vote was taken in favor of the free bridge, a part of the old one was carried down stream; but was recovered and replaced, and served the people well, (for it is a good bridge that carries one safely over) for a year or more, when it was replaced by a new bridge, after the manner of the old, and that in turn, performed its duties faithfully, being succeeded by the present "swing bridge."

The Charter Election April 3d 1854, resulted in the election of Joseph Jackson for Mayor by about 300 majority. *Luscher Clerk; Weed Treasurer; Washburn, Superintendent of schools; Rae Marshal.* In 1855 Mr. Jackson was again elected. After the election of Mr. Jackson the first time, the opponents of licenses sent up a petition to the council against granting license for the sale of liquors. This caused great excitement among the men of freedom, as they called themselves, those who were in favor of licenses, and finding that the Rev'd. Mr. Sans pastor of the German Lutheran Church, had circulated a petition, visited his house and made threatening demonstrations, requiring him to retract what he had done; but without avail. The council not being fully in favor of prohibitory measures, the matter was allowed to die away.

MAYOR'S PROCLAMATION

In Aug. 1854 the Mayor issued his proclamation, saying, "the excellent health of our city is a subject of congratulation, and our total exemption, thus far from cholera, and other diseases that are now so generally prevalent throughout the country, should be a cause for sincere and heartfelt thankfulness on the part of every member of the community.

Now, therefore, in order that the healthfulness of our city may be preserved, and pestilence and death kept from entering our households, I have deemed it proper to issue this proclamation, enjoining upon every citizen, and particularly upon all heads of families, a strict and unceasing observance of the ordinances enacted for the purpose of guarding the public health. All persons are required under penalty, to keep their premises from offensive substances, and nuisances of every kind"—etc.—etc,

The steamer Barlow, while at the dock Aug 7th 1854, burst one of her boilers, killing two men and seriously injuring several others. A coroners inquest was called, and the facts elicited were, that the boilers were defective, as the sole cause of the disaster. There appeared to be no blame attached to the engineer as there was less than the usual pressure of steam on at the time.

The disturbance at the place called "Bode's Barn," where balls and dances were frequently held, ending in a disgraceful row, is shown up by the *Courier* of that date in the *serio comico* style headed by, "Another Great Battle" as follows;"

There was a sound of revelry by night;
And Bode's famous hall had gathered there
Its beauty and its chivalry, and bright
The lamps shone o'er fair women, and brave
men.

A thousand hearts beat happily, and when
Music and mirth its rapturous swell,
Soft eyes looked love to eyes which spake
again,
And all went merry as a marriage bell;

but hark! some one is kicking up a row below, the scene is changed, and such a change, O Beer! lager and common, you are wonderous strong, but not quite so lovely in your strength as is the light, of a dark eye in woman, and so a desperate fight ensued in which all engaged except those who ran away. The battle of "Bodie" was fought over again, the struggle was short but sanguinary.—Quite a number were slightly killed.—One old gentleman appeared on the field armed with a sausage chop, with which formidable weapon he greatly distinguished himself." This noted place was soon after destroyed by fire as noticed elsewhere.

In the fall of 1854 just before the election I notice the names of Joseph Jackson for *State Senator*, L. M. Miller for *Assembly*, Thos. Follett for *Sheriff*, C. A. Weisbrod for *Clerk of the Court*, &c. &c. These names were flying at the mast head of one of the city papers—the next week just after election, I find in the same paper, the following; "The election yesterday resulted in the complete rout, or flattening out, of the Democratic party in this county. The few Democrats who have the affrontery to show their faces in the street, look, as if they had been initiated in the 1001, and hadn't exactly made up their minds what to do about it." The above is rather severe on the 1001.

Nov. 5th, 1854—The season of navigation is about closing. The Peytona has made her last trip. Stages have been put on between here and Fond du Lac and other places, for the winter, and everything is preparing to go into winter quarters, having seen a season of prosperity seldom surpassed in this place. The winter is the night of the year, and is to the vegetable world, what night is to the animal.

NEW FOUNDRY AND MACHINE SHOP

March 7th, 1855—A new Foundry and Machine shop was started under the firm of Powers, Rogers & Co., in the city embracing all the minor branches of business under that general head. Same year Messrs. Cottril, Peasely & Johnson are preparing to build an extensive new steam saw mill with a capacity for turning out five millions of lumber. Also same year the new Steam Flouring mill at Jackson's Point was in successful operation.

March 14 1855—Mr. John Fitzgerald became the owner of the steamers Menasha, Peytona, Barlow, Eureka and Knapp, being the entire steam boat force on the lake and rivers. The large increase of travel and freight on this route induced Mr. F. to make a bold strike and control the trade on these waters.

THE NEW CEMETERY.

The Mayor agreeably to the vote of the Common Council, purchased of Mr. Grignon, 20 acres of land on the north side of Lake Butte des Morts, about half a mile above Algoma, for a new cemetery, and immediate steps were taken for fencing and laying it out. The wisdom of this movement is obvious in the beauty of the spot chosen.

Apr. 1855.—Comptroller Dennis and Mr. Henning cashier of the Oshkosh Bank, had made arrangements after buying up nearly the whole circulation at a great discount to redeem the bills of that bank at par—a great condescension on their part.

A NEW YORKERS TESTIMONY.

He says—"The termination of my trip was at Oshkosh, a town in the northern part of Wisconsin, on Lake Winnebago, and at the confluence of the Wolf and Fox rivers and though but six years old, a place of some four thousand inhab-

itants. The Wolf river pinery is celebrated for the abundance and good quality of its lumber, and Oshkosh is destined in my opinion, to become the second city of the State,"—twelve years after, a prediction fully verified.

I find the following in Mayor Jackson's inaugural, Apr. 11, 1855, "since the organization of our City government, many important and necessary improvements have been made by the council, all of which it was thought tended to the comfort and convenience of the people, and had added materially to the value of city property. In the first ward there is now completed and in good condition 675 rods of good plank sidewalk. There are also some 400 rods of street in this ward, which has been graded. In the 2d ward there are 950 rods of plank sidewalk and 80 rods of graded street. In the third ward there has also been considerable movement in the way of plank walk, and opening and grading public thoroughfares.

The whole amount expended during the two years, since the organization of the city government, is about six thousand dollars; this sum includes the amount paid for the bridge at Ferry street.

The fine and commodious line of steamers now lying at the docks, in readiness to commence their regular trips, are worthy of notice, and I trust will be well patronized by our citizens, that their owner may be remunerated for his enterprize. During the past year there was manufactured over ten million feet of lumber, and the amount of logs coming down this spring is estimated at forty million feet."

The Mayor then recommended that improvements should go on, such as sidewalks, opening and grading new streets; the setting out of shade trees along the walks, the fencing and im-

proving the new cemetery, the appointment of a person to take charge of the bridge, and lastly that an addition be made to the school house, as being entirely inadequate to the wants of the city. These suggestions and recommendations embrace all the much needed improvements of the city.

WINNEBAGO AGRICULTURAL SOCIETY.

The organization of this society was perfected April 11, 1855, and a constitution adopted—the officers then elected were G. P. Vining, President, J. H. Osborne, Secretary, and John Daugherty, Treasurer.

July, 1855, the Common Council refused to grant licenses to the dealers in ardent spirits in this city, which created quite an excitement, some characterizing it as arbitrary, as the subject of license was not in issue at the election.

February 6, 1856,—The Steam Planing Mill of Phelps, Carlton & Co., on Jackson's Point, also the lumber mill of J. H. Porter were destroyed by fire. Both buildings belonged to Mr. Porter and his loss was heavy—no insurance on any of the property destroyed.

February 13, 1856, the exciting topic of a railroad to Ripon was under discussion. Meetings were called—delegations from Ripon and Milwaukee arrived and buncombe was as cheap and plentiful a commodity at that time, as since, and the road built, equipped and running in a day, that is in the excited imagination of its projectors—*only it wasn't built*. A company was formed, a portion of the stock taken, and a good share of the grading between here and Ripon was done, but it fell through, I mean the project, not the road, that is still there.

April, 1856,—At the election of city officers, Thos. A. Follett was elected Mayor, J. R. Forbes, City Clerk, D. C. Hicks, Treasurer, John La Dow, Marshal, and E. Wheeler, School Supt.

TRINITY CHURCH.

June 30, 1856, the corner stone of the new Episcopalian Church, was laid with appropriate ceremonies. That society had long felt the need of a new church edifice, and after commendable persistency in their efforts in providing means for building a new one, it became very gratifying, not alone to them, but to citizens generally, that their hopes were so soon to be crowned with success. This church has since been enlarged and improved, and is a building that does no discredit to our city. The society had been using the hall of the Sons of Temperance as a place of worship until that hall was burned July 1, 1856.

ANOTHER FIRE.

July 1, 1856—The Foundry & Machine Shop of Williams and Sterns was destroyed by fire together with their machinery, tools, mouldings, &c. The fire also consumed several other buildings, including the Sons of Temperance Hall used as a place of worship by the Episcopal Society. The loss was \$12,000 to \$15,000, and threw a large number of men out of employ.

An old paper published in this city in 1856, says: "We have been told that there is no less than \$2000 worth of beef consumed in this city each week, and notwithstanding the facilities of raising and fattening cattle in this county, almost the entire amount of fat cattle are purchased in the south part of the State or in Illinois."

August 6, 1856—The Common Council passed a resolution authorizing the Mayor and Clerk to issue the bonds of the city to the amount of \$150,000, and deliver the same to the Chicago, St. Paul and Fond du Lac Railroad Company, provided that said Company shall pledge to said city \$200,000 of its first mortgage bonds, as security for the

faithful performance of the condition of said bonds. Conditioned that the said company shall faithfully expend the proceeds of said bonds in the extension of said road from Fond du Lac to Oshkosh, and that they shall pay the interest on said bonds when the same shall become due, until the road is completed to Oshkosh, and in operation, and shall make cash dividends to the city semi-annually, sufficient to pay the interest on said bonds, provided the earnings of said road shall be sufficient for that purpose. And provided further, that the said company shall deliver to the city certificates of full paid stock to the amount of one hundred and fifty thousand dollars, of said company. And provided further that the Mayor and Clerk shall not be authorized under the above resolution, to issue or deliver any of said bonds to said company, until all the conditions above are fully complied with.

The year 1856 brought with it the fullest realization of those times which had been anticipated for several years. In, 1855, there was an improvement over the previous year, and holders of city property began to see the thing coming, but not until '56 did it burst fully into view. Then came the climax, and the fever as well as fervor of excitement was all that the most enthusiastic could desire. Real estate fever ran high, and prices hung but little lower in the scale of values, fictitious or real, than in the older cities. Real estate changed hands readily at really fictitious prices, and the good time had really come whose long coming was but hope deferred. Oshkosh had prior to this made commendable progress in improvements and population, its growth had been healthy and steadily onward; but in common with other western towns and cities, it must get up and go

ahead for these times tolerated no plodding, no slow coaches, no old foggyism—"kite or clear the track," and to borrow a phrase of the immortal "Sam." 'she kited.' Well there is nothing like getting a good start, trusting to the momentum of heavy bodies to carry it through all intervening space. So it was with our city. She got a good start, and although the bubble of speculation burst in 1857, our good city was only slackened in its progress, not stopped, its movements were more cautious but she was not thrown off the track likemany western towns.

The market report of April 1858 will perhaps be an interesting item to look at from our present stand point. Flour \$3@325; Wheat 45@52 cts per bushel; Oats 18@20 cts. Potatoes 18@20 cts; Beans 50@75 cts; Butter 16@20 cts; Eggs 8@10 cts. per doz; Cheese 10@12 per lb. In the grocery line, Brown Sugar 11@12, Rio Coffee 12@15 &c., &c.

DEATH OF OSHKOSH.

One of the most noticeable events of that year, is the death of the old Menomonee Chief Oshkosh, which occurred Augst, 30 1858 at Keshena, Shawano Co. Wis., after an illness of seven days; much lamented by the remnant of his tribe. Of the immediate cause of his death there are various opinions, many attributing it to his habits of intemperance, while others say it was brought on by trouble with his own sons, who with the Agent and some others were trying to have him sign certain papers relinquishing his right to some lands in this State, causing serious trouble between them and the old Chief. It was as he supposed; a conspiracy against him, which, in his old age so grieved him that his death soon followed.

The Oshkosh Democrat of January 1859, has some very high encomiums on the City of Oshkosh, which must be

true, every word of them, as I see they run through seven consecutive issues of that paper; from which I have taken the following *facts*. "The City of Oshkosh contains 10,000 inhabitants, and that it is situated at the mouth of the Fox and Wolf rivers (granted, being still there); that the land rises to the height of thirty feet, 1000 feet from the river; that there are over 30 miles of good pine side-walk in the city limits; that fifteen steamers are running connecting us with Neenah and Menasha northward, Fond du Lac on the South, and the upper rivers westward; that the Chicago and Fond du Lac rail road connects us with Milwaukee, Janesville, and Chicago; and further that the Winnebago Railroad, *then in process of construction* connects with Milwaukee and Horicon rail road." Several other roads are spoken of extending in every direction from Lake Superior South. And lastly that there were, "eleven Churches ten Hotels, and six public Hall's." The most of the above are more than verified, *some of the lines of rail way are not yet completed.*

In March 1859, the Steamer Peytona was sunk by the ice in Lake Poygan—the boat was a total loss; the passengers and their baggage were taken about one mile to the shore.

April 5, 1859,—S. M. Hay was re elected to the office of Mayor, and Geo. Burnside was City Clerk, in place of Wm. Luscher; J. H. Osborn Supt. of schools in the place of Mr. Knapp.

In May 1859, the people of the first and fifth wards had a little scare concerning a claim of Moses Knagg's, a half breed, to some sixty acres of land lying near the Cemetery. He claimed this land by virtue of a grant from government.

The Chicago St. Paul and Fond du Lac Rail Road was sold in Janesville, June, 1st 1859, for the sum of \$200,000

S. J. Welden and O. D. Ashley, Agt's. of the first mortgage bond holders, being the purchasers. The road was sold under a plan of organization adopted in March, and for the purpose of being more speedily completed and put in operation

THE GREAT FIRE.

This fire occurred on the night of May 10 1859, and swept clean almost the entire business part of the city. It broke out in an unoccupied barn belonging to the Oshkosh House on the East side of Ferry Street, and between Ceape and Otter, and was not stayed in its work of destruction until it had reached Algoma and Washington, and not until it had swept everything in its way on both sides of Ferry Street, for three entire blocks. The Courier and Democrat Offices were burned, the Post Office, the Oshkosh and Winnebago Houses,—stores. Lawyers offices, Butcher Shops, Shoe Shops and in short every thing that stood in the way; leaving a field of charred rubbish, and a whole city to mourn over the ruins. The number of buildings destroyed was estimated at one hundred and seventy-five, and the loss was half a million of dollars. This loss was felt the more heavily as nearly every place of business was swept away, and but a small part of the loss covered by insurance. The origin of the fire was no doubt the work of an incendiary, and the time and place well chosen, in the accomplishment of his purpose.

The young city felt the shock much more severely from the fact that it had but just passed through a year or more of the adverse times that visited the whole country in 1857, and from which she in common with her sister villages and cities, had suffered to a greater or lesser extent—at least it was quite unprepared for a calamity so overwhelming.

BUILDING UP

On the 24th following the fire, there is a list occupying more than one column of the Democrat (which had saved its press and some material), of new buildings all ready going up, and many of them nearly completed—ten to twenty days was the time required for putting up a store, office or shop, so great was the zeal and energy in repairing damages. Several buildings two stories high, and of good proportions, were contracted for in ten days, to be ready for occupancy. One building a millinery store two stories high, 16 by 31 to be built in five days;—every body that could handle a saw or a hammer, was brought into requisition.

July 27 1859—the Jail, an old wooden building, was burned, and an insane woman who was confined in the upper room of the building, lost her life.

At the same time an attempt was made to set fire to a dwelling house on Algoma St. and the man caught in the act, and bound over for trial together with two of his accomplices. An intense excitement pervaded the entire community in consequence of this attempt to set fire again, being less than three months since the great fire of May previous.

FIRST R. R. EXCURSION

On Thursday October 13th, 1859—the first train on the Chicago and Northwestern Railroad arrived at this place, bringing a large party of both sexes, who were intending to make a Steam-boat trip as far as Appleton, but the programme being changed, they made a trip up the Wolf, instead, to the great delight of the excursionists. They were hapily disappointed in what was obvious to every one, the importance of this point, and would hardly believe that a few months before, the whole business part of the city was laid

in ashes. It was on the whole a great day for those who had never before seen so much of the Badger State.

The advent of the first train through, was also an occasion of much interest to our citizens generally, for they had for a long time been coveting the advantages to be derived from a direct connection with Chicago, and now that the first train had actually arrived, and that long looked for connection had come, the occasion was naturally an important one to our people.

RAIL ROAD ACCIDENT.

Nov. 1st, 1859—but a few days after the excursion spoken of above, there was another over the same road, which ended in a disaster almost unparalleled. This excursion consisted mostly of persons from the several towns on the line of the road beginning here with four cars, filled with invited guests, six more cars at Fond du Lac and at Watertown several more, making about seven hundred of the excursionists in all. Their destination was Chicago, and never did a party set out with brighter prospects or higher hopes, and seldom was a termination more disastrous. Five of the mangled dead, of the party from this place, were borne to the grave on the Thursday following, while many of our citizens were more or less severely injured, enshrouding this community in a gloom never before witnessed.

January 1860—the new Court House, had been pushed forward almost to completion, at this time, and a reasonable certainty presented that it would be complete for the April term of court, following.

It is one year since the great fire when Ferry Street was a desolate waste; a charred and blackened field with hardly a sign of where the city was. Now that blackened field is near-

ly all covered with buildings, very few of less dimensions than formerly, while very many are of a better class. Several brick blocks are already up or in process of erection, and some of them are elegant structures that would do honor to any city. Those who suffered by the fire have so far recuperated that they are again going ahead as if nothing had happened.

And thus we see in a single year a new city built up, fresh and finer than the old one—a growth uncommon even in the western states; for its rapidity and healthiness, and one that would surprize the old fogies of the East. But it arises from this fact; Oshkosh has a location, for commerce, and for agriculture that does not permit laggard movements. It occupies a position where business *must* be done—where business is done naturally, not forced or constrained, but in the order of things; business centres here—a city has been born here from natural laws, the legitimate result of cause and effect. One thing should be borne in mind that Oshkosh though born poor and though, too, a backward child, its maternal parent was necessity, and Nature the putative father, and even now in her youth, her constitution is such that no fortuitous circumstance can enfeeble it.

July 13th, 1860—the Republican party organized a company of widawakes being the first organized of the kind in this place. The club numbered nearly one hundred members, and took a very active part in the election of Abram Lincoln to the Presidency.

INDIAN WRONGS.

During the year 1859 and 1860, it became well known that certain persons were making another effort in the old and continued series of wrongs heaped upon the Indian. A delegation

of the Menomonees was sent to Washington to lay the matter before the government. On an investigation of the charge, it was found that a combination of Indian Traders, and speculators existed pretending to have claims of one sort and another, amounting to \$300,000, and they were making superhuman efforts to have that claim so fixed that it would be relied against the Indian Department, and some part of which should be withheld from the forthcoming payment. The magnitude of the claim as well as the doubts existing of correctness, caused the Government to investigate the matter, as it was generally believed that nearly the whole claim was fraudulent. Consequently an agent was sent here, but the investigation was far from thorough or satisfactory, but brought out the fact that it was far from being a just claim of anything like the amount preferred. These claimants had so worked their card that they had brought over even a part of the tribe in their favor, and it is said the government Interpreter and even the Agent favored the claim, the correctness of this rumor, was not fully established, and the claim or a portion of it, was lost sight of, while the whole thing became so mistified, as is generally the case when big steals are to be perpetrated, that very few outside the ring knew, or know to the present day, anything about it.

ANOTHER FIRE

In May 24th, 1861—I find a record of another incendiary attempt to destroy the town by fire. This occurred on the East side of what is now called South Main St., and swept everything clear from the Seymoure House to the bridge, including two Hotels and several stores.

The Rail-road bridge across the river just below Ferry Street bridge, was

completed Sept. 1861. This noble structure is over five hundred feet long, having a draw, spoken of at the time as the finest specimen of bridge architecture in the west. Forty-two tons of Iron were used in its construction.

At this time several military companies had been organized, equipped and sent forward, all of which will be noticed in another place.

October 22 1863—there was a great stir about lighting the city with gas, but for some reason of which I have no account, the thing ended in *gas*, leaving the people in greater darkness than before, as they were quite in the dark in regard to the cause of the failure.

December 1863, the M. E. Society of this city had received and put in the cupulo of their church, a fine bell, weighing about one thousand pounds.

Dec. 3d, 1863—Schneider's Hall was opened to the public by the Oshkosh Amateur Theatrical Company. This Hall was destroyed by fire in 1866.

QUID PRO QUBO

The Northwestern of Dec. 1863, is responsible for the following little tit for tat, which will do to repeat by way of a change. "Two colored gentlemen of the tonsorial profession, arriving in our city, dropped into a Billiard Saloon and commenced playing to while away a lonely hour in a strange place. After playing awhile, the *Capt.* politely informed them they had better quit, as their being seen there would injure the reputation of his business, and so the darkies left. On the Sunday morning following, the *Capt.* called at their room to get shaved, but was very politely informed that 'they could not shave *him* as his being seen there would spile de reputation of their establishment as dey feared.' The *Capt.* profaning a little, was seen going up street cogitating on the uncertainty of human

events, and the chances of turn and turn about, but at last accounts had not come to a final conclusion."

THE DRAFT OF 1863.

It is needless to attempt to describe the excitement produced in this place at the time, by the draft. The *quotas*, how to fill the quota, was a subject of interest, and discussed by everybody. Oshkosh felt the strain upon her population, pretty severely, but came up to the requirements, as cheerfully as the nature of the case would permit, and raised money, bought substitutes or sent her own young men to the war with commendable promptness—but here as elsewhere, the necessity for drafting was a dark cloud over the community, that only a conquered and honorable peace could dispel.

FIRE'S.

January 8th 1866—the residence of J. C. Welch was destroyed by fire. Next day the Wisconsin House, owned and kept by Wm. Suhl, was burned—loss mostly covered by insurance. June 18th, same year, a block of wooden buildings belonging to Col. Wolcott, on the corner of Algoma and Ferry Streets, was destroyed. This building was occupied by O. F. Crary, grocer, E. Smith & Bro. Druggists, Chandler & Forman, music and fancy goods store, and several others occupying the building—loss on building, \$5000; Insurance 3,500. Insurance on the stocks of goods, partially covering the loss.

In May, 1866, still another fire and the most destructive since the great fire in May, 1859. It broke out on the west side of Ferry Street, sweeping the entire block without leaving a timber standing, the buildings being entirely of wood; then crossed to the east side of Ferry street, and swept away nearly every building between Waugoo and Washington Streets; then along on

Washington half way to Shonoan; and then crossing to the North side of Washington, it burnt everything between Jefferson Avenue and Main St., including two public Halls, Post Office and several stores, saloons, &c. This was the second great conflagration, either one of which would have paralyzed the energy of a less enterprising city, say nothing of a score of less destructive fires; but not so here, for in less than six months, one entire block is rebuilt by substantial and tasty brick buildings, that would grace the streets of any city, and another block in the same time was covered by buildings, including one fine brick building on the east side of Main Street.

February 24, 1866, occurred one of those sad calamities, which cast a gloom over the entire community, which was the Boiler explosion at the Foundry of J. F. Morse & Co., killing four men who were at work in the establishment. The cause of the explosion was not known.

BANKS AND BANKING HOUSES.

In 1853 the *Oshkosh City Bank* was organized; Jas. Kneeland, President, and B. S. Henning, Cashier. This Banking House continued but two years, but during its brief existence, it was closely identified with the interests of the place, and conferred perhaps greater benefits on the general prosperity of Oshkosh than itself received.

FIRST NATIONAL BANK.

"There is perhaps nothing in this city that so clearly illustrates the successful results of industry, economy and financial ability, as the first ten or twelve years of the First National Bank. In 1852, Mr. Ansel Kellogg, representing the firm of Darling, Wright, Kellogg & Co., with a capital of four thousand dollars, in one side of the room occupied by J. W. Scott as a jewelry store, entered upon the doubtful experiment of a

banking business in the village of Oshkosh. With Mr. Kellogg, young and inexperienced, having just graduated from a New England farm, the question was, would the profits support even the expenses of an economical man. Mr. Kellogg was himself the bookkeeper, teller and cashier, and so closely did these duties tax his time, his mental and physical powers, that his subsequently impaired health was attributed to it. At first it was a mere brokers business, and consisted in buying and selling exchange. Deposits at that time, were not large, and the discount line was necessarily limited from the amount of capital employed, and the limited demand for money in carrying on the business. But the fact was established that Mr. K. was a safe and reliable banker, and at the end of four years it was found that the business had paid fair dividends."

From August 10, 1856, the business was carried on under the firm of Kellogg, Fitzgerald & Co., with a capital of \$30,000, until April, 1857; when the institution was organized under the general Banking Law, with a capital of \$50,000. During the depression of 1858-'59 and '60, that amount of capital could not be used profitably, and in May 1860, the capital was reduced to \$30,000 again, by the withdrawal of Mr. Fitzgerald and his interest from the institution, a withdrawal considered a loss to the business and general interest of the city. Under this new arrangement the circulation was gradually retired until but little remained outstanding.

On the first day of February, 1863, the Bank reorganized, and commenced business as the *First National Bank of Oshkosh*, with a capital of 50,000. The confidence in the new National Bank, together with the increase of business,

then taking place, is well shown by a deposit of 230,000, an amount said to be larger than any bank in Milwaukee or Madison. At this time, 1865, Mr. Kellogg retires from the Presidency and S. M. Hay became President, P. Sawyer, Vice President and R. B. Kellogg, Cashier.

COMMERCIAL NATIONAL BANK.

In Aug., 1854, I find the name of Nelson Fletcher as Banker and Broker, who was succeeded in January, 1855, by Fletcher & Strong.

Nov., 1856, the *Oshkosh Commercial Bank* was organized under the General Banking Law, with a capital of \$50,000. Nelson Fletcher President, and Henry Strong, Cashier. Nov., 1858, Messrs. Reeve & Roe succeeded Fletcher & Strong, the bank continuing under the same name as before, Thos. T. Reeve, President, and G. W. Roe, cashier.

Oct., 1865, the bank came under the National Banking System, called the *Commercial National Bank*, with a capital of \$100,000, Thos. T. Reeve, Pres and G. W. Roe, Cash., as before. Of its successful career, and present prominent position in our city up to the present time, it is needless for me to speak. That it is ably and judiciously conducted, and enjoys the fullest confidence of its patrons, is also well shown by deposits, in amount not less than any banking institution in the State.

THE NEW BRIDGE.

Dec. 2d, 1865, the new bridge was opened for the passage of teams, Hagan's omnibus being the first to cross, followed closely by the inevitable Kelly with his dray. The citizens generally felt a lively interest in the completion of this bridge, and the event was very justly marked by considerable enthusiasm by the whole people. It is a Howe's Truss Bridge and is a well and substantially built structure. The contract for the

erection was made in July, 1865, to be completed by January 1, 1866. The contract price was \$19,600, which amount was paid, together with \$1500, more for extra work and material, making the total cost of the bridge \$21,100. David McCartney was the contractor and Edward Sargent the engineer. This bridge is a little over 600 feet long, with a draw of 150 feet, and works well, reflecting favorably on the builder. It is an object of pride, and properly so, to our citizens, showing the liberality and enterprize that characterizes our city in all its public improvements.

By the building of this new bridge two old "Beauties" were dispensed with. The old bridge was a mere crib, and though it had served a good purpose in more ways than one, for it is said our lumbermen met there "on change," and many a sharp trade was whittled out on its frail railings; its passing away was regretted by none. It had its day, its friends and its enemies, and while a grateful remembrance will be entertained by the former, its enemies will respect it for the good it has done. The other "beauty" spoken of, was the old scow whose motive power was all things by turns and nothing long. It served out its brief day between the old and the new bridges, and though it was a thing of "Beauty" it came far short of being a "joy forever."

THE PRESS—FREE DEMOCRAT.

July 9, 1849, Messrs. Densmore and Cooley issued the first number of the *Oshkosh Free Democrat*. The first paper ever published in this City. It was a small sheet, but ably edited by Mr. Densmore who was a ready and able writer. At the end of the first volume he sold his interest in the paper to his partner and went to Milwaukee. After an absence of three months, he returned and bought back the office and contin-

ued the publication until the spring of 1852, then called it the *Oshkosh Democrat*. At that time Mr. George Burnside bought an interest in the paper and continued it under the firm of Geo. Burnside & Co., Mr. Densmore continuing the Editor until April 1853, when Mr. J. Daugherty became the Editor, the name remaining as before. In March 1855 Martin Mitchel succeeded Mr. Daugherty as Editor, Burnside & Co., continuing the publishing firm until May 2d, 1856.

May 9, 1856.—Mitchel & Smith became the publishers, Mr. Mitchel being the Editor, until Aug. 15, 1856.

From Aug. 26, 1856 to January 20, 1857, the paper was published by Markham & Felker, when C. G. Finney purchased the interest of Mr. Markham, and the paper was continued by Finney & Felker until April 1858.

From April 13, 1858, to July 21, 1860 the paper was published by Finney & Davis.

July 21, 1860 Mr. Geo. Gary became Editor and publisher, but sold out Oct., 4, 1860 to C. R. Nevitt, when the *Democrat* ceased to have a name, its restless spirit finding a resting place in the bosom of the *Weekly Northwestern*.

FOX RIVER COURIER.

In June 1852 Mr. J. H. McAvoy issued the first number of the *Fox River Courier*, but soon after sold out to J. Crowley later of the *Menasha Advocate*, and still later of the *Manitowoc Pilot*. Mr. Crowley continued the *Courier* to August 1853, when he sold out to Read & Nevitt.

Messrs. Read & Nevitt continued the *Courier* weekly until August 1857, when Mr. Nevitt sold his interest to Mr. Strong, the firm being Read & Strong. The paper was then published by Read & Strong until December 1862, when they sold out to Morley & Davis.

Messrs. Morley and Davis continued

the *Courier* until August 1864, when it ceased to exist, the proprietors uniting with George Gary in the publication of the *Northwestern*.

THE NORTHWESTERN.

In May 1860 D. C. Felton & Co., issued the first number of the *Northwestern*, and in October same year C. R. Nevitt one of the firm, became sole proprietor, and continued the paper to May 26, 1864—From that time (May 1864), to Nov. 10, 1864 Geo. Gary & Co., were the publishers.

In Nov. 1864, Mr. Morley retired leaving Geo Gary and B. F. Davis publishers, and was published by Gary & Davis until March 1866, when C. G. Finney bought Mr. Gary's interest and the paper was published by Finney & Davis, by whom the *Northwestern* is still published.

DAILIES.

On the 10th of July 1854 Messrs. Read & Nevitt issued the *Daily Courier*, which they continued until Dec. 1857, when it died.

August 26, 1856, Messrs. Markham & Felker started the *Daily Democrat* which was continued throughout all the changes of the *Weekly* to Dec. 1857, when with its Democratic cotemporary, the *Daily Courier*, both passed quietly to an honored rest.

In March 1860, the spirit of the departed *Democrat*, after a restless immortality of three years, revisited the scenes of its former greatness, and while hovering over the auspicious event that would soon send a great and a good man to the head of the nation, was caught up and again moulded into form by Geo. Gary Esq., but foreseeing the success that awaited its friends, its spirit, yet uncontaminated by the warring elements of party strife, passed again to its rest in May 1860, to return no more.

January 12, 1861 C. R. Nevitt issued the first number of the *Daily Northwest-*

tern, and that too had an honorable but brief career of six months, dying Aug, 1861, lamented by 'all save its nearest friends.

OSHKOSH DELEGATES.

In August 1860 the *Oshkosh Delegate* was started by M. P. Shipper as the organ of the old Whig party, but under unfavourable auspices, and after a few issues, an arrangement was made with a young Lawyer, late of Milwaukee, to take the Editorial management. Being associated with Hiram Morley as publisher, the name was changed to the *Oshkosh Republican*, which continued but a few months when the material of the office was removed to Fond du Lac.

On the 24th of January, 1861, B. F. Davis published a paper called the *Oshkosh Republican*, but it was discontinued May 3d, 1861.

The *Winnebago Telegraph* was started in the fall of 1849 by Dr. B. S. Henning, who issued but a few numbers and sold out to Morley & Edwards. Mr. Edwards succeeding to the sole management of the paper, continued its publication about two years, when he removed the office to Appleton, but before he was ready to issue his paper, his office was destroyed by fire.

The *Oshkosh Democrat*—A Democratic paper started by Robt. V. Shurley as Editor and publisher, January 9, 1866—Office burnt in May 1866, started again in June following, and still flourishing.

The *Anzeiger des Nordwestens*, was started March 1852 by C. Kohlman publisher, and Chas. Roeser Editor—discontinued August 1853.

In April 1858 the *Waechter am Winnebago* was started under the Editorial charge of Henry Cordier, C. Kohlman publisher, and continued until Oct., 1860 when it was discontinued.

In October 1860 the first number of a

Monthly Magazine, called the *Deutsche Volkblaetter* was issued by C. Kohlman as the publisher, being ably edited by Charles Rose. This periodical has met, and is still meeting, with excellent success, under the Editorial management of Mr. Rose, who is a scholar, and ready writer in the several modern languages.

In October 1866 the Wisconsin Telegraph (German) was started by C. Kohlman, publisher, and Charles Rose Editor, and is still flourishing.

CHURCHES.

The Congregational Church, on Algoma St., near Ferry, is the largest Church Edifice in the City, being 60 by 95 feet and basement. It is of brick and well and substantially built, and handsomely finished with upholstered seats, capable of seating 700 persons. It has a fine gallery for singers, with an alcove for an organ at some future day. The inside decorations are not elaborate but plain and in good taste.

The erection of this Church commenced in 1857, but owing to the general depressed state of affairs at the time, the walls were but half built, and there remained until 1859. At that time the large basement was used as a place of worship, until June 1867, when the completion had so far progressed that the congregation gladly availed themselves of the opportunity of getting into the audience room at the earliest moment. The Rev. J. P. Roe is the Pastor, there being three hundred members, with a large congregation who worship there. It was dedicated July 14, 1867.

TRINITY (EPISCOPAL) CHURCH.

This edifice was built in 1857 at a cost of \$7000. It is pleasantly located on the corner of Algoma and Light streets, and together with the parsonage adjoining, is an ornament to our City. In addition to the original cost, \$4000 was expended in the summer of 1866 for

enlarging and improving the Church, of which sum, \$2000 was spent on the interior. The size of the audience room is 44 by 70—Tower 14 by 14 and the Chancel 12 by 18. The Society also erected during the summer of 1866, a fine Parsonage at a cost of \$1500. The Rev. F. R. Haff has been the Rector for the last nine years.

The Methodist Episcopal Church on the north side of Church street, corner of Division, is in size of Edifice, number of members and Congregation, next to the Congregationalists. Their original Edifice was built in 1850 and about three years ago it was much enlarged and improved; some \$4000 being expended on improvements. It is now a fine structure, the upper part of wood, with a stone basement. It has one hundred and sixty members, and the society prospering. They are about building a parsonage to cost about \$1500 to \$2000. Rev. Geo. C. Haddock is the Pastor.

The First Baptist Church, corner of Jefferson Avenue and Merrit sts., is a wooden structure and cost about \$5000. In the summer of 1866 it was moved from its old location on Jeff. Avenue to the corner of Merrit street. and an addition of 30 feet put on, making it 30 by 75—is of good proportion and fine appearance. There are 65 members, W. W. Whitcomb is the Pastor.

The St. Peters Church is a wooden structure of respectable dimensions located on High street in the first Ward of the City. Its present Pastor is the Rev. Thos. Keenan, and numbers among its communicants seven hundred.

This Church has a history, a brief review of it may not be uninteresting to the general reader.

The first Mass was celebrated in a small frame building on Ceape st., near where Beckwith & Davis's foundry now stands, in 1849. Divine services were

then held where McCourt's store now is; then where Mr. Gill's Feed store now stands. In 1850 there were but twelve Catholic families at this place, they however erected a small Church on the site of the present St. Peters Church. The first Catholic Clergyman, was the Rev. F. J. Bonduel, who remained twelve years, with the Indians at Lake Poygun occasionally visiting this place—the regular Pastor for this place was, Rev. Mr. Fermashi, an ex monk from Italy, who changed his mode of life to the great scandal of the Church. The next one at St. Peters, was Rev. Jas. Colton, and the next Rev. F. Fusseder under whom the St. Mary's (Cath.) Church was built, being succeeded by the Rev. Thos. Keenan, the present incumbent.

The St. Mary's (German Catholic) Church is located on Merrit street, east of Broad, and is a neat and well appearing Church Edifice with a Parsonage adjoining. The Congregation is large and the society is in a flourishing condition—Rev. A. Leitner is the Pastor, No., of Communicants four hundred and fifty.

The Second Baptist Church is located on Ninth street 3d Ward; is 40 by 56 feet, and built in 1858. The society was organized in 1859, and now forty-five persons are members of the Church.—The Rev Thos. Holman is the Pastor. Cost of Church \$3000.

The German Methodist Church on Otter street, near Shonaon, was erected during the summer of 1866 costing about \$4000. It is a neat and well finished Church and numbers among the members thirty persons. It has a pleasant and convenient parsonage adjoining the Church. The lot is well fenced the whole bearing an air of neatness and order. The Pastor is Rev. J. W. Roecker.

The United Presbyterian Church on

Church street in the first Ward, was erected in 1866 at a costs of \$5000. This is a handsome wooden Edifice, pleasantly located in a grove and has a membership of fifty-six. The Rev. J. H. Niblock is the Pastor, a young man, but held in high estimation by his people, and the church is well sustained.

There is a Welch Congregational Church corner of Church and Chestnut streets. Rev. T. Hughes Pastor.

Also a Welch Calvinistic Church on Division, near Church street. The Rev. T. Fouck, Pastor.

The Evangelical Methodist (German) Church on Bay street between Waugoo and Otter, sometimes called the Albreicht Society.

The Lutheran (Ger.) Church corner of Fifth and Bowen streets, 2d Ward, Rev. Mr. Ruloph Pastor.

The German Lutheran Church on Eighth, between Oregon and Minnesota streets, 3d Ward. Rev. C. Starck Pastor

From the foregoing brief review of the Churches in the City of Oshkosh, I find there are in all Fourteen Church Buildings and Societies, and for the most part they are pretty well sustained and are evidently doing good in their spheres. One half of these Churches have been built within the past year, or have been enlarged and greatly improved—but one evidence among many, of the moral and religious advancement of the City.

SCHOOLS.

Prior to the year 1859 our Schools and School Houses were far behind other improvements of the City. The few School houses that did exist were inadequate to the demand, in point of size, without comfort or convenience—in short the whole School facilities were wretched and entirely unsuited to the wants of the rapidly increasing popula-

tion. And not until 1863 was the present graded system fully introduced, a system that has worked well thus far, and the Supt. of Schools at that time Mr. K. M. Hutchinson is deserving of much praise for the interest he took in its introduction, as well as for his untiring exertions in making the Schools what they are. The present board of education consists of a Superintendent and five School Commissioners, one from each Ward as follows,—Dr. H. B. Dale, Superintendent—E. R. Colton, Commissioner 1st Ward—C. A. Weisbred, 2d Ward—Dr. S. J. Osborn 3d Ward—W. B. Stickney, 4th Ward—and D. D. Whitney, 5th Ward.

The Union High School will soon be held in the new High School building now in course of erection on Algoma st., at present it is on Main, between Algoma and Church streets. Its Teachers are, Arthur Everett *Principal*, Miss Clara Winters Assistant; Miss Joana Daly, principal of the Grammar Department, and Miss Flora Wright, Assistant. There were, last term 164 scholars in this School, number of seats 150—enrollment 184.

FIRST WARD SCHOOL.

The School House for the First Ward was erected in 1859 but in 1863 was greatly enlarged and improved at a cost in the aggregate of nearly six thousand dollars, and calculated to seat 332 scholars. The School is now under the direction of Miss E. C. Wilkins, principal of 1st intermediate department, Miss Mattie Williamson 2d intermediate dept., Miss Sarah Ellsworth 1st primary dept., Miss Georgiana Ellsworth 2d primary. No. of seats 332, No. of Scholars in attendance 315, No. of scholars enrolled in the Ward 323.

SECOND WARD SCHOOL.

The school house in this ward was built in 1861, and cost \$3000. It is located on the corner of Otter and Mill St. Its management is under the direction of Miss Lora Austin, Principal, Miss Libby Watts, Assistant, Mrs. E. C.

Hardy, Primary Department. Number of seats 186, number of scholars in attendance 211. No. enrolled in the ward, 259.

THIRD WARD SCHOOL.

The first school house in the 3d ward was erected in 1861, at a cost of \$2,500

In the summer of 1866, a new one was built costing \$1300, the first one being inadequate to the accommodation of the number of scholars in the ward. The teachers are Miss Esther Hopkins, Principal; Miss Mary E. Jackson, Assistant; Miss M. E. Hamilton, Primary. No. of seats (in old school) 186. No. of scholars in attendance in all, 304. No. in the ward, including both schools 379.

FOURTH WARD.

The school house in the 4th ward was rebuilt in 1864 at a cost of \$2500. It is located on the corner of Jefferson Avenue and Merritt Sts. Its teachers are Miss Lizzie H. Peet, Principal; Miss E. A. Colton, Assist., and Mrs. C. B. Kimball, Primary Department. No. of seats 180; No. of scholars in attendance 231; No. of scholars in the ward, 251.

FIFTH WARD SCHOOL.

In the 5th ward there are two schools; one on Elm street, Miss Dopp, teacher. Fifth ward school, west side, Miss Mary Cornell, teacher. No. of scholars in attendance in both schools 148. No. of scholars in ward, 156.

PRIVATE SCHOOLS.

The German and English Academy on Court House street. Mr. Moline, Principal, and Miss D. Angel, Assistant,—100 scholars.

German Lutheran school, 3d ward, located on 7th street, Rev. C. Starck, Principal, and Matilda Starck, Assistant, 60 scholars.

St. Peters Catholic school on High street, under the control of the sisters of St. Dominick numbers 250 scholars.

Miss Sander's school on Main Street corner of Merritt, 25 scholars.

Misses Whittemore's school, on High street, 50 scholars.

Mrs. Quau's school in 2d ward, 30 scholars.

Jas. Bork's Academy, German and English, located on Shonaon Street, be-

low Otter and Waugoo Streets. Jas. Bork, Principal; Miss Anna Bork, Assistant; 49 scholars in attendance.

GRADED SCHOOLS.

There are eight public schools in the city. The High school consists of a high or Academic Department, and a higher and lower grammar department; all under the direction of Arthur Everett, an accomplished and efficient teacher, assisted by three young ladies.

The ward schools consist of two or more departments with a corresponding number of teachers, and at the end of the third term, hold examinations of the higher classes, for the purpose of sending up such scholars as are entitled to it, to the first or second department of the grammar school, according to qualification, to which department they are duly certified by the Supt. This is called the "graded system," and while it holds out constantly, inducements of the strongest character to the scholar to prepare himself for the graduation, it precludes the idea of partiality or prejudice, leaving every scholar to stand on his own merits, without hope of favor.

As the high school presents all the advantages for obtaining a liberal or classic education, the scholar has constantly held up before him the great prize, and must never relax his efforts if he would obtain it. Much more might be said in favor of this graded system, but want of space forbids, suffice it to say, briefly, that with scarce an exception, the teachers of our schools are competent, and assiduous in the discharge of their duties, and so far as I can learn have an aptness for teaching, as well as possessing the love and respect of their scholars. I believe I speak the sentiment of the people when I speak proudly of our schools, as they now are.

ORDERS AND ASSOCIATIONS.

The *Oshkesh Lodge A. F. and A. M.* communications at Masonic Hall, over Hay's Hardware Store, first and third Tuesdays of every month.

Tyrian Chapter No. 15 R. A. M. meets at the Masonic Hall, third Monday in every month.

Winnebago Lodge No. 120 I. O. of O. F. meet weekly at their Hall, third story of the 1st National Bank building, Main street.

Oshkosh Lodge No. 28 I. O. of G. T., meet every Monday evening at their Hall over the First National Bank. This lodge is flourishing having over 200 members.

Sons of Herman Lodge No. 2, hold their meetings twice in each month on Ceape Street.

United German Brothers, meet third Tuesday of every month.

Acient Order of Druids hold their meetings monthly in Schwalms' building on Main street.

St. Peters' Catholic Benevolent and Literary Association, meet first of every month at St. Peters' school room on High street.

The Fire Department Benevolent Association, meet first Tuesday in May in A. C. Osborn's office.

Oshkosh Thespian Society meet at St. Peters school room weekly.

Young Men's Christian Association meet at their Hall in Wolcott's Block. They have a fine reading room and library—room open every evening in the week—it is a flourishing institution.

HIGH SCHOOL BUILDING.

This splendid building is now in course of erection, and will be completed in January, 1868. It is located in a beautiful grove of sturdy oaks on Algoma street, running through to Church St., in the first ward of the city; size of building 71 by 85, and from foundation to the top of the tower, it is to be 181 feet. It is divided into four departments as follows. The basement is 10½ feet high between joints and comprises

a room 36 by 68 for a *gymnasium*; three rooms for Jaunitor's dwelling, the balance to be used as furnace and fuel rooms. The *first story* is 16 feet high between joints, and divided into two school rooms each 34 by 44; two cloak rooms each 12 by 26; two recitation rooms 14 by 26; hall 16 by 32; reception room 15 by 15. *Second Story* is divided as follows: School room 44 by 58; two recitation rooms, each 15 by 25; laboratory 25 by 28; hall 16 by 20; library 14 by 14; two entrees or reception rooms 12 by 16; and two entrances and stairways,—16 feet between joints.

Third Story, or attic, has an assembly room 65 by 68 feet; ante room 14 by 15, and two stairways—ceiling 16 feet high.

L. D. Cochran, of Chicago, is the architect, S. G. Alger, master builder and contractor of the carpenter work, and Wm. Wilson contractor of mason work. It is built of a cream colored brick made at Clifton in Calumet Co., Wis., the stone for the water tables, window caps, &c., is the Athens Marble brought from Jolliett, Illinois.

This building, beside being an object of pride to our citizens, as the best in the State, will be the great thing needed, to give the High school department facilities it should have for the proper development of its usefulness.

The above hasty sketch conveys but an imperfect idea of its arrangements, as the accommodation it will afford to all departments of the school. Not by any means, the least important, it provides for the *physical* training as well as the mental. These advantages, added to the loveliness of the grounds, places it high in the scale of fitness and beauty.

STEAM BOATS.

The Steamers running this season are as follows: The *Tigress*, 250 tonnage, and the *Northwestern* 150 tons, run between Oshkosh and New London, on alternate days.

The steamer *A. Lincoln*, 100 tons, and the *Berlin City*, 110 tons, ply daily between here and Berlin, on the Fox river.

The *Brooklyn*, 150 tons, stern wheel, plies between this city and Green Bay, making a trip down and back in three days.

The *Winnebago* also runs to Green Bay, and makes the trip up the Fox to Berlin twice a week.

The *Lumberman*, 230 tons, designed as a lumber boat, plies between this city and Fond du Lac, touching the east shore of the lake

Beside these mentioned, there are 20 Tugs running on the Wolf and Fox rivers for towing and freighting business. Some half dozen of these tugs have been built here and at Winnebago, during the past winter, all being fitted out with their machinery here.

BOAT BUILDING.

Considerable has been done the past season in the way of boat building at this place. The one doing the most in this line, is W. W. Barnes. He thinks his boat building during the past year will amount to \$160,000. He has built several barges and two tug boats for the Mississippi river. Others have also been engaged in boat building, both here and in the vicinity, the number of boats or amount of business done I have no account of.

INSURANCE COMPANIES.

Insurance Companies, among which are the best in the country, are well represented here. Mr. A. C. Osborne represents fifteen companies and a capital of \$40,000,000—as follows: *Ten Fire Insurance, three Life, one Accident, and one Live Stock.*

Nevitt & Hicks represent *nine* companies, as follows; *Three Fire, two Accident one Live Stock, and three Life.*

Gary & Harmon represent eleven companies—*nine Fire, one Accident, and one Life.*

Wm. Luscher represents two *Fire Insurance Companies*.

Church & Janes represent five companies—three *Fire*, one *Life*, and one *Accident*.

O. E. Carrier, represents the Northwestern Mutual Life Insurance Co., Office on High Street.

COURT HOUSE.

Oshkosh being the County seat, of Winnebago Co., it is entirely proper to say, that we have the largest and best Court House in the State. It was commenced in the early part of 1859, but not completed until the fall of 1860. Its cost was \$21,000, and the same building at the present time would more than double that amount. It is 60 by 100 feet, built of Milwaukee brick, stone basement, and two stories high above the basement. In one half the basement are the cells and other accommodations for the prisoners; the other half being fitted up for the accommodation of the Sheriff's family. It stands in the centre of an entire block, between Otter and Ceape Streets, and has a pleasant surrounding in its ample yards, shrubbery, &c. The present incumbent of the office of Sheriff, is A. B. Smith an efficient officer.

POST OFFICE.

Our present Post Office is located on Waugoo Street, near Main, in a brick building built for the purpose, and is kept by Erwin Heath, present incumbent, in a manner highly satisfactory to the public.

NICOLSON PAVEMENT.

This noted improvement which has spread farther and faster the fame of our city, in the last few months, than any thing else, deserves at least a passing notice: No city in the West perhaps had greater need of a pavement of some sort, than Oshkosh. Our streets at all times were either deep mud or

rough and uneven, in consequence of the deep and loose character of the soil; and there was no peace at any time, until the City Fathers at length decided to strike boldly out on the sea of experiment; and resolved that the people had been tolerably patient about long enough, and should have something that would in a measure compensate them for their long suffering, *provided they would pay for it themselves*. So the Nicolson was hit upon as just the thing, as they thought,—and it was. In September the great experiment, at least, in this part of the country, was commenced, and although it was late in the season, it was pushed through with commendable promptness to completion about the first of December, 1866, at a cost to the property holders on the street, of \$30,000. The contractors were Michael McCourt and Wm. Sharp. C. Palmer was the Engineer; and I believe there are very few regrets now existing that the improvement has been made. The pavement is 56 ft wide and 1,500 ft. long, near *one third of a mile*, and required 575,000 feet of lumber to build it. But the spirit of improvement did not stop yet, but the street for about three hundred feet farther, was laid with good sound four inch plank, which serves a purpose but little inferior to the blocks, and gives us a street of such excellence, that Oshkosh is justly credited with having taken a step in advance of her neighbors. This was another evidence of the fact, that though we may have waited long for several improvements, they have been unsurpassed when they did come. See Bridge, Court House, Schools and others.

HOTELS.

THE EMPIRE HOUSE—On the corner of Main and Algoma Streets, was built in the summer and fall of 1866, by Jas. A. Rea, proprietor, at a cost of \$18,000. It

is built of brick, four stories high, and standing prominently on the corner of two principal streets, make a fine appearance. It is 88 feet on Main Street and 105 on Algoma. It has 58 lodging rooms, with a dining room 23 by 70 feet, fresco work—the first story is occupied by stores and a billiard room.

THE SEYMOUR HOUSE is on South Main Street in the 3d ward, is a wooden building 100 feet square, three stories high, the basement being occupied by stores, shops, &c. It was built in 1860 by Jos. Stringham, and cost \$15,000. It has 34 lodging rooms, large dining rooms, office and parlors—the present proprietor is J. M. Belanger.

REVERE HOUSE—On Main Street in the 2d ward, near the bridge, is a brick building, four stories high and makes quite an imposing appearance. It was built in the summer of 1866 by G. Bogk, present proprietor, at a cost of 25,000. It is 80 feet square and has 50 lodging rooms, good sized parlors and dining rooms, with fresco work. The basement is occupied by stores and a billiard room.

ADAMS' HOUSE—Located on the corner of Shoanon and Otter Sts., was built in 1855 by Victor Adams. This old Travelers' Home, so long the leading hotel of the City, is still at its post, and catering as of old to the appetites and wants of its guests, and is still the favorite of many of its former patrons. It is a wooden building three stories high, and centrally located. Geo. B. & C. P. Adams, proprietors.

TREMONT HOUSE. — This Hotel is located on the corner of Waugoo and Shoanon streets, was built of brick, in the summer of 1866, by Wm. Suhl, at a cost of about \$7000. It is three stories high, fifty feet on Waugoo and sixty feet on Shoanon street, and has twenty-five lodging rooms, with other accommodations for a first class hotel. The present

proprietors are Vandoren and Sons, who know how to keep a hotel on temperance principles.

PETERS HOUSE—located on South Main street, 3d ward, and is a frame building of three stories high, 54 by 86 feet. It was built in 1861 by J. A. Rea, who was succeeded by F. Peters present proprietor. Its cost of construction and improvements has been about \$6000. It is doing a good business.

GRANT HOUSE is located near the depot of the C. & N. W. R. R. It was built by Jos. Stringham in the fall of 1866, as a Hotel and Railroad Eating House, at a cost of \$6000. It is 50 by 140 feet, two stories high. Wm. M. Perrin, proprietor.

WINNEBAGO HOUSE on South Main street, built in 1866, and kept by—

FOUNDRIES AND MACHINE SHOPS.

J. F. Morse & Co.—This is a large and well appointed establishment, and is doing a large business in the way of mills and boat machinery; over a wide scope of country. It has been in operation fourteen years, and now employs forty-five men. It consists of two buildings. A machine shop 40 by 120 and a room for casting 30 by 100 feet, and is amply supplied with all the most approved machinery now in use, requiring a capital to carry on the business of \$20,000. The great feature of this establishment is the building of Mills and Machinery, which go to all parts of the northwest, and contributes in a large degree to the reputation of Oshkosh as a place of business. The greater number of the boats now running on these waters, as well as many of the mills, are using machinery made at these works. Their business the past season was \$75,000, and the present year will exceed that amount.

Beckwith, Davis & Co., successors to Adams & Beckwith, manufacturers of mill and other machinery, Threshing Machines and Seed Sowers. This estab-

lishment is located on Ceape street, and consists of a stone building two stories high, 42 by 136, with additions for furnace room, for casting and other purpose, and has machinery equal to any establishment of the kind in the county. One iron planer cost \$1,500, and an engine manufactured by themselves that is a perfect model. Like their neighbors above spoken of, they supply a great many engines and other machinery, for boats and mills all over the Northwest, and their threshing machines are widely known and used. I noticed a band wheel made by them to go to Chicago, weighing 4500 lbs. They employ 40 men, in the various departments, and the past season did a business of \$75,000 with a capital invested of \$50,000. They made additions and improvements in the fall of 1866, costing \$10,000. In all parts of their work is order and method manifest. Mr. John Everet their foreman in the Machine shop has been at his post twelve years, M. W. Bates, foreman in the wood department, fourteen years, and T. B. Wheeler of the moulding rooms, has been fifteen years in the establishment, all good and efficient mechanics. The success of all mechanical operations depends much on the efficiency and trustworthiness of the master mechanic, and the time these men have been in this establishment, is highly deserving of special notice.

MANUFACTURES.

M. T. Battis, manufacturer of Boilers on Division St. and employs six men.

Plows—G. D. Wyman, Ceape Street, manufactures Plows and Agricultural Implements, employing five men, and turns out about 200 Plows yearly.

J. H. Ward, corner of Shonaon and Waugoo streets, manufactures plows and cultivators, turning out about 200 of each yearly.

WAGONS.—John Litfin, on Ceape St., manufactures wagons, &c. Chas. Mierswa, on south side, also manufactures wagons, employing seven men.

There are several others that are making wagons, on a small scale, making the amount done in that line of considerable importance.

CARRIAGES.—Rudd & Holden, on High Street, manufacture Carriages, Sleighs, &c., employing some ten or twelve men, and turn out thirty carriages and buggies yearly amounting to about \$8000.

Neubaur & Mierswa, on Ceape Street, manufacture wagons and carriages and employ six men.

FURNITURE.—J. Heberlee, manufactures furniture, chairs, lounges, coffins, &c. Employs four men, ware rooms on Main Street.

J. Nagler manufactures furniture—Sale room, 37 Main Street.

Loper & Spikes, of the 3d ward, and B. H. Soper, 1st ward, manufacture sofas, bureaus, lounges, coffins, &c., and employ five men. Ware rooms on Main Street, 1st ward, and South Main Street, 3d ward.

FENCE FACTORY.—G. W. Porter, successor to E. L. Fraker, 3d ward, manufactures Round and Picket Fence, and employs ten men, employing a capital of about \$10,000. The reputation and sale of this fence is far and wide. Sells at 35 cents per foot, posts and casing, extra. The work is carried on under the direction of J. C. Whidden.

FURNITURE AND TURNING.—James Cartwright & Bro., in the 3d ward, are manufacturers of bedsteads, chairs, banisters, and everything under the head of turning, scroll sawing, house brackets, &c. Employ five men and turn out \$8000 per year.

HOOP SKIRTS—A. M. Weber, manufactures hoop skirts and corsets, No. 4,

Algoma St. Employs four girls and two men.

MATCH SPLINTS.—J. L. Clark, manufactures match splints. Has a building 32 by 107 feet, two stories high, and employs 35 girls and ten men and boys the year round. He has three machines and can turn out 195 gro per day, or 27,600 per-minute, amounting to \$48.00 per day. These splints are sent to Match Factories all over the country where they are made into matches.

MATCHES.—W. D. Curtiss & Co., manufactures matches, employ 31 girls and two men, making 50 cases per work.

LIME AND BRICK.—J. A. Day & Co. have three lime kilns and are extensively dealing in lime. They manufacture brick on the east side of the lake, having several vessels employed in bringing over brick limestone and sand.

Jno Williams has a lime kiln east of Colvin's dock—employs a schooner and brings the lime stone from across the lake.

John Kucher, also manufactures lime near Beckwith, Davis & Co.'s Foundry.

HOUSE FACTORY.—J. Danforth has just erected a large building, with all needed machinery, for the manufacture of Houses which are made ready to put together, of any size, and shipped to all parts of the west.

NORTHWESTERN STAVE FACTORY.—The Northwestern Stave Co., a joint stock company, incorporated in 1856, Jackson Case, President; M. W. Simons, Superintendent and Secretary; Dr T. S. Carter, Treasurer; and five Directors. This establishment has all the machinery for doing a large business, and employs 25 hands—can cut 15,000 flour barrel staves, 6000 pieces of heading—or 2000 tight barrel staves per day. They cut up 2000 cords of timber per season of eight months, and have a small steamer engaged in bringing their

stave bolts from up the river,—located on north bank of the river in the First Ward,

CURTAIN FACTORY—J. Finney, manufactures the Grecian blinds or rustic window shade, on the corner of Otter and Shonaon streets, 2d ward.

MARBLE WORKS—Moore & Holley are Marble cutters, the only establishment in the city—they are on Main between Church and Algoma streets.

SOAP AND CANDLE FACTORY—J. R. Loper & Co., manufacture soap, candles, Neatsfoot oil, &c., Merriam street, 1st ward.

CIGARS—H. Bammessel, tobacconist and manufacturer of cigars, 70 Main St.

Overton & Rieck, manufacturers of cigars, Main Street.

Hilton & Doubin, manufacture cigars Main Street.

SASH, DOORS & BLINDS.—O. E. Godfrey, 3d ward, manufactures sash, doors, and blinds, and employs eight men, doing a business of \$8000 per year.

J. H. Vaght, on Ceape street, manufactures sash and doors, by hand.

FLOURING MILLS—I. Laafes & Co., Empire mill, 3d ward; Green & Conro, Wolf River mill, 2d ward.

Chapman & Danforth, Oshkosh City mills, 1st ward.

OSHKOSH CITY ELEVATOR—Beach & Conlee, 3d ward.

STRINGHAM'S ELEVATOR.—Thompson, wheat buyer, 3d ward.

LEATHER MANUFACTURERS.—Metz & Scherb, corner of Waugoo and Main Sts.

Wm Klotzh, manufacturer and dealer in leather, Main street

BOOK BINDING—Northwestern Book Bindery, Finney & Davis, manufacturers of blank books, corner of High & Main Streets, Robert Hellard, Book Binder.

C. Kohlman, Book Bindery, corner of Waugoo and Main streets.

REAL ESTATE SALES.

Col. J. L. Dorrance was formerly the Real Estate Agent, under whose ener-

getic agency a large number of sales were reported as follows,—Aug. last 50 transfers, \$28000; Sept., 69 transfers, \$50,000; Oct. and Nov., 65 transfers, \$55,000; Dec., 38 transfers, \$28,120; Jan., (1867) 32 transfers, \$24,700, Feb., 25 transfers, \$14,600; March, 64 transfers, \$67,259; April, 89 transfers, 110,000 dollars. Aggregate in nine months, 372,903 dollars. About this time Church & Janes succeeded Col. Dorrance and report sales for May as being 25 transfers, amounting to 11,330 dollars, and for June 14 transfers, 15,575 dollars. Aggregate in eleven months, 399,808.

PROFESSIONAL BUSINESS.

There are fifteen Lawyer's offices, eight Physicians, two Dentists, six Insurance Agencies, two Real Estate Agencies.

MERCANTILE BUSINESS.

There are ten Dry Goods stores; 32 Grocery stores, 5 Hardware stores, 6 Drug stores, 1 Crockery and Glass ware, 3 Book stores, 3 Jewelry stores, 6 Boot & Shoe stores, 7 Merchant Tailor and Clothing, 1 Children's Clothing, 7 Millinery stores, 2 Variety stores, 2 Leather stores, 1 Liquor store, 1 Hat and Cap store, 1 second hand store, 9 Feed and Flour stores, 2 Confectioneries, 1 Auction House, 1 News room.

FOOD AND REFRESHMENTS.

Four Bakeries, 5 Meat Markets, 6 Peanut and Fruit stands, 4 Cigar shops,

TENSORIAL AND EXILERATIVE.

Five Barber shops, twenty Saloons, six Billiard rooms.

MECHANICAL.

Fifteen Shoe shops, 12 Blacksmith shops, 5 Harness shops, 4 Tin shops, 4 Cooper shops, 1 Agricultural implements and seeds, 5 Furniture stores, 4 Photograph rooms.

FIRE DEPARTMENT.

Phoenix No. 1, has thirty members and a steamer,—men paid fifty cents per hour while engaged at fires. Cost of Steamer, 5,700 dollars.

Germania No. 2, Hand engine, fifty members.

Franklin No. 1, 5th ward, Hand engine, thirty members.

Union Hook & Ladder Company, thirty members.

EXPRESS COMPANIES.—American Express Co., W. Colvin, Agent.

Merchants Union Express Co., J. D. Wheelock, Agent.

Wisconsin Telegraph Co., Miss Maggie Gammon, operator.

PRESENT IMPROVEMENTS.

Under this head, columns would be required to convey a correct idea, but time and space forbid; suffice it to say, that our city has never presented a more active and healthy state of progress. On our business Streets several brick buildings are going up and about to be commenced, and all over the city new buildings are springing up in every direction, while many of them are really elegant and costly structures. And what is worthy of notice, these dwelling houses are being built from necessity. The influx of people here has been so great that houses *must* be built to supply the demand. Beside these, there are two large mills nearly ready for business, a Planing mill and House Factory, a Tub and Pail Factory, and a High School house costing 40,000 dollars. From close observation, buildings now going up are *over five hundred* in number. Improvements last summer and fall, were four churches, three large brick hotels, twelve brick blocks and buildings, supplying twenty first class stores, several mills, and additions, and dwelling houses everywhere. The number of buildings put up last season is estimated at *nine hundred*. Present population 14,000.

Add to the above, some seven Steam tugs, several barges and other craft, built during the past winter and spring, and lastly, not least, our Nicolson Pave-

ment of nearly one third of a mile, and the stranger may form *some* idea of what Oshkosh now is, and yet that idea must be more or less incorrect without seeing it, as it is. What it *will be*, no prophetic vision of mine has been able to discover.

OUR LUMBER INTEREST.

Up to the year of 1861 our Lumbermen labored under many difficulties. The Pineries were unbounded in their resources; the access to them easy; labor was cheap and abundant; mills established and ready for business; but there was no money. The market price of lumber was low, and the means of sending it forward was attended with many and serious difficulties. Many of the mill owners had exhausted all their available means in erecting their mills, while others had greatly embarrassed themselves and were deeply in debt almost without the hope of extrication. They could not sell even at the extreme low price to which it had descended. It could not be sent abroad to any great extent, under the want of shipping facilities, and thus they struggled through most of the time of the great financial revulsion beginning in 1857. Beside the general stringency that affected the whole country, Wisconsin had to pass through peculiar and sore trials in her monetary affairs. Her banks were but little better than "promises to pay," her agricultural resources but poorly developed, and her lumber trade entirely dormant from the general depression. These were times that truly tried the souls of all men, and the strength and ability of our lumbermen in particular, to the full extent of their endurance.

But the crisis passed, and those who were able to stand, began then, a career of prosperity and success that has resulted in the present, prosperous condi-

tion in which we now see the lumber interests of our city. Now our broad river is teaming with the "first fruits" of those immense pine forests remunerating the enterprize of the numerous logging companies that are engaged in bringing out their boundless supplies. Now our numerous mills on either bank of the river are proud mementoes of the enterprize that distinguishes our city at the present day.

I designed to speak of our lumber trade in the aggregate, but find that I cannot set it forth as clearly and as completely as I would like, or as the subject demands; and hence I shall try to do all some sort of justice to which they are entitled, by noticing each individually, from careful and unbiased observation. In collecting the materials for this brief description of our lumber interests, I proposed as the only correct source of information, to visit each mill and gather facts from those directly interested and correctly informed. This involved a task requiring time and labor, but feeling sure that it was the only way correct information could be obtained; and anything like facts arrived at, this course was adopted. In doing that, I have endeavored to avoid puffery, only stating facts as nearly as possible, and such as would be read by the public with interest, and be duly appreciated by those directly concerned.

P. Sawyer and son, have a mill, at Algoma 5th ward, city of Oshkosh; in which was manufactured last season 5,435,000 feet of lumber, and 1,500,000 lath—employ 24 men, exclusive of those required to run their new Steamer Lumberman. This boat is just now completed and running. It is designed to carry the lumber made at this mill to their yard at Fond du Lac, where their lumber is mostly sent. It has sufficient

power and capacity for carrying 230 tons.

JEWELL Lawrence & Co's. mill is also at Algoma and not far from the one last mentioned. It has one Braudcreau machine for making shingles, with all the necessary machinery for making lumber, shingles and lath. They employ 50 hands, including some boys and girls for packing shingles. This mill cut last season 4,000,000 feet of lumber, 1,000,000 lath, and 4,000,000 shingles.

C. N. PAINE & Co. Lumber Shingles and Lath—with planing mill attached. This mill is directly on the north bank of the river, near the Algoma bridge and well located for doing a large business. It is two stories high, 45 by 100 feet—has a powerful engine of about one hundred horse power. The planing mill is capable of dressing 20,000 feet per day. They have also the Braudcreau machine, made at Fond du Lac, which stands in great favor among our Shingle mills. This mill manufactured last season (of eight months) $3\frac{1}{2}$,000,000 feet of lumber, 1,000,000 lath, and 3,000,000 shingles with a capacity for making 12 millions of shingles per season. Their business last season must have been about \$100,000, as their yards are extensive, their facilities ample, for doing a large and profitable business. They employ 60 men boys and girls

They are interested in a Steam Boat and several barges used in carrying their lumber to their yards in this and other places. One peculiarity in this mill deserves notice, which is the Friction Gearing. It has for some time been a disputed point about the propriety of using this gearing in its application to the main power; but I was assured that they had never after giving it a thorough trial, regretted putting in the machinery for its use; and think it of great advantage over the old system where several machines are run by the same motive power. I believe it is the only mill where it is used except for some lighter work, and this one is good evidence of its success.

BATTIS, HASBROUCK, FANCHER, & HUNGERFORD—Lumber and shingle mill, on north bank of the river near Algoma.

This is a new mill, built during the past winter and now receiving its engine and machinery. It is a fine building in a good location for doing a large business. It has two boilers, and engine made at the foundry of J. F. Morse and Co. in this city, and I should judge when in operation, it will do no discredit to its builders or to our city as a native production. One Shingle machine of the Challoner patent, made at Omro, and well liked by those who use them. This mill and machinery cost \$7000, and will have a capacity for turning out 4,000,000 feet of lumber, one million of lath and eight million shingles,—employs thirty men; it is called the Mechanics mill.

Since the above notes were taken, the mill has been put in operation and more than meets the expectations of its builders.

DERBY & CURRAN, Shingle Mill.—This mill is located in the First Ward, on the north bank of the river, and has an excellent machinery, engine thirty horse power, made at Fond du Lac Union Iron works. Mill made last season six million shingles, which they ship to Illinois and other places South. They employ fourteen hands, and use a capital of about \$15,000 per season. Cut last season about one million feet of logs and have now on hand about that amount.

REED & BRONSON, Shingle Mill.—This is near the one last spoken of, is a new and good mill with an engine of twenty-five horse power, and all the other machinery, doing a successful business. They employ fourteen hands, cut thirty-thousand shingles per day. They purchase their logs as most of the shingle mills in this city, do and run the mill

at a cost of \$5000 per season. The average price of shingle logs is \$10 per M.

J. H. PORTER, Lumber Mill.—This mill is on the north bank of the river near the foot of Wisconsin St. It has an engine thirty-five horse power, and cut last season three million feet of lumber, Mr. P. got out the past winter three and one half million feet of logs.

D. L. Libby & Bro. Lumber.—This mill is at the foot of Wisconsin St. 1st ward. It has one engine forty horse power. Employs twenty men, and cut last season three million feet of lumber and half million lath. The mill is capable of doing fifty thousand to sixty thousand dollars worth of business.

CHAPMAN & DANFORTH, Lumber Shingles and Lath.—This firm has two mills; one of which, was formerly used as a flour and feed mill; but is now used mostly as a shingle mill. It has one shingle machine and all the machinery for a first class mill. They have also a lumber mill attached for manufacturing lumber and lath; two engines one for each mill, employ thirty hands in both departments, and last season cut four million feet of lumber, one million lath and four million shingles. They have all the facilities for doing a large business, and have a lumber yard at Rockford Ill. and one at Sun Prairie in this State.

WM. CAMPBELL, Shingle Mill, foot of Wisconsin St. 1st ward.—One Shingle machine, Challenor Patent, and other machinery for a large business. Employ thirty hands and cut fourteen million of shingles last season. The capacity of the mill is seventy thousand shingles per day, and last season did about \$60,000 of business.

CARTER AND HAYDEN, Lumber and Lath.—This mill is located on the river at the foot of Black Hawk Street. It employs 27 men, and made three million feet of lumber and five-hundred thousand lath. This is a good mill, having been enlarged during the past few months, and capable of doing a pretty large business.

SPALDING & BADGER, Lumber and Lath.—This mill near the foot of Wisconsin Street, north side of the river, is a new mill, and takes the place of one

burned down in August last, being built in thirty days from the burning of the old one. It is a good mill, with appropriate machinery and facilities for doing business. It has but just started, but has capacity for making five million feet of lumber and one million of lath. Thirty men are employed—and have on hand three million feet of logs. This is said to be capable of cutting thirty-two thousand feet of lumber daily, which I think is a little above an average capacity of our mills.

WOOD & HONEYMAN, Shingles.—This mill is also on the north bank of the river in the first ward. It is a new and a good mill,—has two shingle machines, the Valentine and the Everett, and can make sixty thousand shingles daily. Mr. D. D. Bucklin is running the mill on contract by the thousand, and employs thirty-five men boys and girls. It costs to run the mill about \$10,000 per season.

ROBERTS & MORGAN, Lumber and Lath.—This mill is located in the 1st ward of the city, not far from the foot of Wisconsin Street, and is capable of making twenty-two thousand feet of lumber per day, and three thousand lath. It employs sixteen men. They cut three million feet of lumber last season.

JAMES & STILLE, Lumber and Lath.—This is an old established and successful mill. It is located on the north bank of the river at the foot of Light Street. It has a fine engine of fifty horse power, made by Beckwith Davis & Co. of this city. Employs twenty-two men and cut last season three million feet of lumber and five-hundred thousand lath. They can do \$50,000 business per Season.

McMILLIN & Co. Shingles.—This is a new and good mill, and is located at the foot of Light Street, in the 1st ward. It has a double Valentine machine, and employs twenty hands, and makes fifty five thousand shingles daily or about nine million per Season.

ROBERTS BLISS & Co. Shingles.—This is also a new mill, located on the north bank of the river near the foot of Division Street. It has one Valentine machine, and machinery for doing the business of a first class mill. Capacity

fifty thousand per day or seven and one-half million per season of six months. They employ thirteen men and boys and twelve girls for packing the shingles.

THOMPSON & PORTER, Shingles.—This mill is located in the 2nd ward, East of the Rail Road Bridge and near the mouth of the river. It has one Valentine machine, and employs twenty-four men, boys, and girls. The capacity of the mill is fifty-five thousand daily or about nine million per season.

J. M. BAILL, Shingles.—This mill is located in the 2nd ward and near the last one spoken of. It uses the Valentine machine with other appropriate machinery—employs twenty-four hands, and makes fifty thousand shingles per day or about eight and one-half million per season.

GANG MILL, J. JENKINS & Co., Lumber Lath and Pickets.—This mill is near the mouth of the river on the north bank and is the largest of our mills. It has an engine of 90 horse power and one Donkey Engine. It has two gangs of saws thirteen and twenty-two each; one double and one single rotary. Employs fifty men. It made last season seven million feet of lumber, two million Lath and 12,000 Pickets. The peculiarity of this mill is a steam saw filing machine, which does up the work rapidly and perfectly, a new device and certainly a very good one in an establishment extensive as this is. Their business last season was a heavy one, some \$135,000. They employ a capital of \$80,000, and have now on hand twelve million feet of logs got out by them, and intend sawing at least eight million feet of lumber this season. This firm is also largely engaged in getting out logs for market, supplying to some extent other mills with a part of their stock.

This Gang Mill has a history that will do to repeat briefly. It occupies the site of the old Morris Firman Mill, the first one built here. A. B. Knapp bought half of the old mill, and in connection with Burnham & Foster, built the present Gang Mill July 1856. In 1857 Mr. Knapp bought out B. & F. and sold a half interest to Jas. Jenkins which firm under the name of A. B. Knapp & Co. carried on the business nine years, being succeeded by the pres-

ent firm, who is doing a large and successful business.

WHEELER & BRADLY, Lumber and Lath.—This mill is in the 3d ward of the city on the South bank of the river near the rail road bridge, and has excellent facilities for shipping their lumber by water or by rail, track running through the yard. Employs twenty men and cut last season four million feet of lumber and half million of lath.

TOLMAN & HARRIS, Lumber and Lath.—This mill is near the last one mentioned, and is at present sawing lumber by the thousand, and employs twenty-five men. Last season they made four million seven hundred and fifty thousand feet of lumber and one million lath. This mill has also facilities for shipping by water and rail.

BUCKSTAFF BROS., Lumber, Shingles & Lath.—This mill is located above and near the bridge, is well situated between the river and railroad track, in the 3d ward of the city. Formerly they run a shingle mill, but have during the past winter built a lumber mill adjoining the other, making it a complete and convenient establishment.

In the lumber department they have a new engine of fifty horse power, made by J. F. Morse & Co., and one Donkey engine. Capacity about four million feet per season.

In the shingle department they have two shingle machines, one Valentine and one Muzzy, and can make seventy thousand shingles per day. They employ in both departments thirty-eight men, boys and girls.

FOSTER & BUTTRICK, Lumber & Lath.—This mill is also in the 3d ward of the city on the south bank of the river. They have an engine made by Adams & Beckwith of this city; employ twenty-two men, and manufactured last season four million feet of lumber and three-fourth million of lath. The south side railroad track runs convenient to this mill.

H. W. MCCOY & Co., Lumber & Lath. This mill is on the south bank of the river, 3d ward. Employs twenty six men and cut last season three million seven hundred and fifty thousand feet of lumber and one-half million of lath.

L. B. REED, Shingles.—This is a new mill a d favorably located on the south bank of the river and near the railroad track, uses the Challoner machine, made at Omro; employs twenty-eight men, women and boys, and can make sixty thousand shingles per day. This mill was built last summer and run but sixteen weeks last season, and cut up twelve thousand dollars worth of logs in that time.

L. P. SHELDON & SON, Lumber & Lath—Situated on the south bank of the river and is the most westerly of the long line of mills on that side. It is one hundred and thirty-six by forty and has all the facilities for shipping that the others have. It has a ninety horse power engine, made by Beckwith, Davis & Co. of this city; employs twenty-three men, and cut last season four million feet of lumber, and one-half million of lath.

In addition to the above is the mill of J. H. Weed & Co., of which I was unable to get the desired information. I am therefore only able to make an approximate estimate of its business, and other data, which will be embraced in making up the following aggregate statement.

As our planing mills and manufactures of doors, sash and blinds, are so closely connected with the manufacturing of lumber, I shall include them in the general statement of business done, capital, labor employed, &c.

EAGLE PLANING MILL, Foster & Jones—This mill is located in the 3d ward of the city on the south bank of the river above the bridge, and occupies an eligible location for doing an active and extensive business, and has machinery well adapted to the purpose; such as a double set of planers and matchers, with an improved machine for the manufacture of flooring and siding. The machinery of this establishment is ample and complete, with a capacity for planing, &c., four million feet per year, or twelve thousand per day. They employ twenty men, and can turn out \$100,000 of work in the year. They

ship a large part of their doors and sash to the far west, having a few days since sent off thirty car loads to Omaha, and can find a ready market in that direction—\$215 per car load is the freight paid to Council Bluff.

NORTHWESTERN PLANING MILL.—Gould, Hume & Co., successors to Roberts, Morgan & Co., Sash, Doors & Blinds.—This is a large and fine mill, located on 10th street, near the depot of the C. & N. W. R. R., and occupies a prominent and favorable position, being on the railroad track, for shipping. It has good machinery and in abundance for doing a large business. They employ sixteen men and can plane twenty thousand feet per day. The business of this well appointed establishment could not have been less than \$75,000 last year, and is capable of being run to a higher figure than that. The building is now well painted and is eighty-two by thirty-five feet beside boiler room. Their work is shipped by rail and is sent all over the western states.

OSHKOSH CITY PLANING MILL, Griffith & Co., Sash, Doors and Blinds.—This mill is located near the foot of Light Street, 1st ward, and finds ready demand for all the work they can make. They have a good mill, and first class machinery such as planers, matchers moulding machine, &c., and employ fourteen men the year round,—capacity for planing and matching forty thousand per day. They do work to order and have a dry house that will dry ten thousand feet at the same time. This mill is located near the track of the north side Rail Road, giving them ample facilities for shipping.

J. DANFORTH, PLANING MILL & HOUSE BUILDING.—This establishment would more properly come under the head of manufacturing but combining as it is designed, a planing mill, I shall speak of it in this connection. The building has just been erected and the machinery is being put in for the purpose of manufacturing material all ready for the putting up of houses.

This is a novelty in this part of the country in house building, but will not only prove a profitable undertaking, but a great convenience, and I doubt not a saving to persons intending to build in the Prairie states where timber is scarce, and lumber high. Ample and appropriate machinery is now being set up for this manufacture; the building is fifty feet square and two stories high, with a separate room for the boiler, and being on the railroad track will have all needed facilities for shipping the material. This mill will embrace complete planing and matching machinery with a capacity for planing fifty thousand feet per day, also for the manufacture of doors, sash and blinds, and considering its different purposes, will occupy a prominent position in the manufacturing interests of this city.

MILLS NEARLY READY.—Knapp, Fowler & Co., are building a first class mill on the site of the Northwestern Elevator, burnt down in 1866, which they will have ready in August. It is forty-five by one hundred and four feet, two stories high and is a staunch and well constructed mill. It will make lumber, lath and shingles, and stand second to none in this place in capacity. B Hamilton is the millright. The engine ninety horse power, is built by Hiner & Co., Fond du Lac.

D. McCartney will soon have finished his new mill near foot of Black Hawk Street, which he expects to excel all others in point of size and fitness. This mill is to be three stories high, forty by eighty feet, and adapted also to planing and manufacture of sash, doors & blinds.

RECAPITULATION.

Then in review of the above statement of the number, capacity and business of our lumber, shingle and planing mills, I deduce the following interesting items, to wit:

That there are now in the city of Oshkosh in operation thirty-three mills; fourteen of these are used exclusively

in the manufacture of lumber and lath; nine used in the manufacture of shingles alone; five in manufacturing lumber, lath and shingles, and four are planing mills, and manufacture doors, sash and blinds.

That in all these mills are employed, including about sixty boys and girls in the shingle mills, eight hundred and 34 persons to all of whom is given employment eight months in the year, and to about one fourth, the year round. The average amount of wages to men is two dollars and twenty-five cents per day.

That there are thirty-five engines used, ranging from twenty five to ninety horse power.

That the amount of lumber made during last season (eight months) is seventy-four million feet.

The number of shingles made the past season was one hundred and twenty one and one-half millions.

The number of lath, fifteen million.

That the whole amount of capital invested, is nine hundred and seventy thousand dollars. This amount covers but a part of the stock used.

The whole amount of business done is one million five hundred and nineteen thousand dollars.

And lastly, that the whole amount of logs cut, including lumber, shingles and lath, reduced to a lumber equivalent, is one hundred and one million, two hundred and fifty thousand feet. Truly an aggregate that should satisfy the most ambitious among those engaged in that business, as well as being a matter of pride to every citizen of Oshkosh.

How DISPOSED OF.—This lumber is sent to all parts of the western States and territories, carrying with it some sort of an idea of the great resources of the pine lands, on the rivers that find an outlet at this place, and also of the extensive operations requisite to the production of the lumber and shingles that are sent off from here.

LOGS HOW OBTAINED.—The number of our mill owners is but a small part of those who are engaged in getting out

logs. These companies come from all parts of the State, and engage regularly in what is termed the logging business, which is getting out the logs on contract or for the market, and supply not alone the wants of the mills of this, but other places. This goes to make up such deficiency as arises from the practice of our mill owners, in getting out only a part of the logs required for their mills.

THE BOOM COMPANY.

Another prominent feature in our lumber trade is the "Wolf River Boom Company." This company was incorporated in 1857 J. H. Weed, President. It occupies that part of the Wolf river above lake Poygan, a distance of three and one-half miles, the cut off or canal one-eighth of a mile, and a bay at the northeast point of the lake, (Poygan) now known as Boom Bay, and extending southwards from the cut off two miles. In this Bay the rafts are mostly made up, and to say acres of logs conveys but a slight idea of the magnitude of the company operations. This cut off, the spiling and booming of the Bay and the river above, has cost the company \$20,000, and has so systematized and facilitated the business of making up the "Fleets" of logs ready for towing, that compared to a former period, the business is now done at a less expense, a saving of time and a saving of logs to the owners. It has until a year or two since, been the practice of the Boom Co. to collect the logs and make up the rafts for those running logs to market, and receiving from forty to fifty cents per M. as a reimbursement; but that practice is mostly abandoned. Now each man or Company, owning the logs, has men all along at the Booms on the Bay and river above, of some miles, to gather up the logs as they come along, turn them into their respective booms, where they are rafted, and hung outside the Booms in the bay, and are there made up into what is called "fleets;" for furnishing such facilities and conveniences the company receives ten cents per thousand feet, amounting to a large sum in the course of the season. Many logs are cribbed above and brought down in that shape when they are run directly through the cut off without rafting, and pay toll of 25 cts.

per crib, or one dollar per raft. But the greater part of the logs are gathered and rafted as before described.

This canal or cut off is one-eighth of a mile long, and is one hundred feet wide. It connects Boom bay or the north eastern bay of Lake Poygan, with the Wolf river above, where the river takes a sharp turn to the southwest, and shortens the distance of navigation seven miles; two and one-half miles of river, and a round about trip through lake Poygan, and making nearly a straight course with the river above through the lakes Poygan and Winneconne, a great saving in the navigation of the Wolf river. Though the greater part of the rafting is done at the Bay, the river above the cut off and between that and the Lake, comprizing a distance of about three and one-half miles, is prepared for this purpose by a continuous boom, some ten feet from the river bank, making a race, through which all logs have to pass, and outside this boom rafts are made up, belonging to the different companies having logs to come down, and hundreds of men may be seen standing at their respective posts, matching closely every log for the owners mark, and shoving it on its journey to the next when an ownership is not recognized. When their raft is full, made up in this way, it is shoved across the channel and "hung," to be taken through the canal in that shape, but to be made up into "fleets" in the bay below.

The river from its turn to the lake some two miles, presents one solid mass of logs, which are also rafted and taken round through the lake to the bay as aforesaid. It is difficult to convey to the mind of the reader a correct idea of this laborious process. It must be seen to be appreciated, and to take a view of the hundreds of small houses all afloat on rafts, in which men, apparently happy, spend their lives, is but to impress the beholder with a full sense of the magnitude of the work, and the mode of life of thousands of river men in the lumber trade.

SPECIFICATIONS.

That there are two miles and a half of the river occupied in making up the rafts, and two miles of Boom Bay below the cut-off used for the same purpose.

Sixty companies are engaged in getting out and running down logs.

There are facilities for making up at the same time, *one hundred and fifty* rafts, which are made up and "hung" outside the booms for "fleeting"

Half a million of logs in number pass through the cut off in one season.

One hundred and fifty million feet of logs got out, is a fair estimate for this year.

Two thousand men are engaged yearly in the logging business.

Three hundred men are engaged in rafting at the bay.

Average wages per day is two dollars.

HOW LOGS ARE BROUGHT DOWN.

Logs taken in fleets from this Bay by Tugs to Oshkosh, 15 to 20 cents—to Fond du Lac 40 to 50 cents—Neenah & Menasha 40 to 50 cents. Fleets comprising from 2 million to 3 million feet are brought down by a single tug. This process is not generally known by the people and I will briefly describe it. The prominent appendage of a tug is her 'grouser' which an old 'salt' would call a 'Jury' mast. After the boat is attached to the fleet, she is run out to the length of her tow line, and this perpendicular fixture (grouser) is then let down directly through the forward part of the boat, and being armed with a steel point, sinks deep into the sand or mud, and like a kedge anchor, holds the boat fast; then the machinery for increased power is operated on by steam winds up the line, and moves the fleet so much. Then before the momentum is lost, the boat has hauled up her 'grouser' gone ahead and ready to give another pull. A somewhat slow but powerful method of moving logs. It is only through the lakes that this is done, on the river the fleets have to be divided into rafts or cribs, on account of the narrowness and meandering of the channel, as well as in order to pass through the bridges; after which they are regularly towed, and not 'groused', as in the case of the fleets. There is no 'Tug' on the river with a draft and capacity adapted to the business, that could move one of these 'Fleets,' hence the 'grouser' is an important member.

As I have used so often the terms

Cribs, Rafts and Fleets, I will briefly say, for the benefit of those unacquainted with river dialect, that a crib of logs is nearly square and of a size according to the length of the timbers or poles used to fasten them together, the logs being only held in their places by such timbers, size usually about 20 to 30 feet square.

A Raft consists of several of these cribs, sometimes to the number of hundreds, generally rearranged and fastened together by transverse sticks or poles, running across and holding the logs securely in their places, the length depending on the number of logs belonging to the party or parties employing the Tug—rafts half a mile in length are a common sight on the river.

A 'fleet' is any number of these rafts that may be attached (temporarily) to save time in towing them through the lakes, covering thousands of feet square according to the power of the tug employed. Cribs of timber, posts or ties are similar to a crib of logs in size and shape, but laid one course above the other consistent with the depth of the water.

FACILITIES OF SHIPPING.

Another important feature in our lumber trade is the facilities of moving the lumber from our mills to the place of shipment. Formerly a large part of it was moved by Barges and by teams to the Depot, or to a convenient place of loading into cars; a laborious and expensive process in shipping large quantities of lumber. Now a track is laid down on the north side of the river connecting with the track of the C. & N. W. R. R. near the R. R. Bridge, and being on a gentle curve to where it strikes Ceape St. thence along said street, crossing main, and running thence along river street touching the yard of some fifteen of our mills, and to be continued to Algoma, a distance of over two miles. The South side is similarly provided for by a track running from the main road south of the passenger Depot and accommodating nine lumber and shingle mills on

that side of the river. These tracks are built by private companies, and charge to each shipper 50 cts per car passing over them; a paying thing for the companies owning them, and a great convenience and saving to the shipper.

But the Chicago and Northwestern Railroad is the great artery of commercial operations, and furnishes an outlet for our lumber to the world. Without this, the business would be greatly circumscribed, and that development which now characterizes our city as the great lumber manufacturing place of the Northwest, would be of but feeble comparison to its present condition.

BOATS IN THE LUMBER TRADE.

In addition to the facilities spoken of above, several of our mills, such as have not yet the benefit of the "rail," have steam boats and barges which they use in moving their lumber to the place of shipment, and also to other points on the lake and river where they have lumber yards. One large lumber firm send all their lumber to Fond du Lac, where they have extensive yards for supplying the trade. This firm owns and runs a steamer, some sail vessels and several barges for that purpose, while others have sole or part interest in steam tugs and barges to convey the produce of their mills to points on the river above and elsewhere.

There are now in the business of towing logs and freighting lumber on the river, this being the centre, twenty steam tugs, employing over one hundred and fifty men. The most of these boats are for "public hire," the balance are private property used in individual interests; and there are no "Barnacle keels" during eight months of the year. All are actively employed in the several vocations to which they are adapted. These boats have an extensive field of operations. Some of them run one hundred and fifty miles up the Wolf river and an equal distance on the

upper Fox; and hence through the lake and lower Fox river and canal, to Green Bay, an extended line of water communication, to say nothing of the further outlet through Green Bay on the North to Lake Michigan, and to the Southwest, to the Mississippi through the Wisconsin river.

ADVANTAGE OF POSITION.

The city of Oshkosh bearing the name of the town in which it is located, originally called Winnebago, stands on the west bank of Lake Winnebago, eighteen miles from the head of the lake, and ten miles from the foot, and on both sides of the Fox river, at its mouth. This river from its breadth and depth of water, forms an excellent harbor, and affords every desired facility for commercial operations. Its navigable waters for 110 miles form an outlet for the products of a large scope of productive country.

The Wolf river, a much larger stream, mingles its waters with the Fox about twelve miles from its mouth, the two immediately widening into a beautiful lake, and then their united waters forming a deep and broad channel to the lake at the mouth where the city of Oshkosh now stands. The question is often asked why the Fox should take the name of the Wolf when the latter is several times its size. The answer is; the Fox Indians for many years, far back, possessed all the country from the head waters of the Fox river to its mouth at Green Bay, including both the upper and lower Fox, and would never relinquish the name; though it is to be regretted that the Lower Fox should not now have its original name, *Neenah*, by way of distinction, and the Wolf have retained its name to its mouth. The Wolf river is navigable for boats of large size for seventy-five miles, and an equal distance further for those of lesser size, and drains, with its tributaries, the great Pinerias, bringing to our doors,

the rich products of that extensive region, a greater source of wealth perhaps than all others our city enjoys. Add to this the agricultural resources, standing as it does in the midst of a country whose fertility is surpassed by none in the State; and to this again a salubrious and healthy climate, and we have a few of the leading advantages that belong to Oshkosh on account of its position. It is on the 44th parallel of north latitude. Fifty-two miles from Green Bay and 170 feet above the waters of the bay; one hundred and ten miles northeast from Portage City, and 14 feet lower; and from the Mississippi river at the mouth of the Wisconsin it is 222 miles and 140 feet higher. It is ninety miles from Milwaukee and 192 from Chicago, lying directly on the line of the Chicago and Northwestern R. R. giving it facilities of commerce, and beauty of location that is not excelled by any place in the northwest.

OSHKOSH SOCIALLY CONSIDERED.

The people of American birth surpass all other nationalities in numbers, and have come mostly from the eastern and middle States. There is also a considerable foreign born population, consisting of Germans, Welch and Irish, with all of whom may be found many of our best citizens. They have their churches and their schools, and do much in their own way, for the advancement of moral and religious improvement. In the social enjoyments, these classes, after the habits and customs in which they have been educated, surpass that of the Americans. They cling more to the pleasures of life than to its conventionalities, and seize upon every rational enjoyment, as their rightful inheritance.

The Americans are commendably active in building churches, schools and other great public improvements; as in all "good word and works." And whether their devotion lies in the direction of Things Divine or the Irrepressible dollar, the same ardor is evinced, the latter standing an equal chance of attainment. They are less free from the constraints and fashions of the age, and sacrifice more of the rational enjoyments of society to the ruling passion, that of

the acquirement of wealth, than either of the others mentioned. To that passion even the socialities of life are made subservient.

IN CONCLUSION.

I have now detained the reader much longer than I at first intended, and will not presume further on his patience. The little history that belongs properly to Oshkosh, was an unwritten one, and difficulties I found at every step in my efforts to bring it to light. If some future historian should include this with other places in the State, he may make available the results of my patient labor in gathering up and reducing to form the indistinct recollections of those who had passed through the scenes which have been described, and thus a good result arrived at. In every history, however brief, that is made up mostly of statistics, the general reader will find nothing but weariness, while there are others that will prize it the more highly. In this I had no ambition to gratify, no motive to serve but truth, and if this little *anonymous production*, called here the "History of Oshkosh," shall be found useful or interesting to either class, my labors are twice repaid and I am satisfied. That I have been instrumental in rescuing from the oblivion of forgetfulness, a record that must soon have been lost, and that it will be appreciated for that, if naught else, let me hope.

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