



Along the right-of-way to Burlington.

Damaske, Charles H.

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Along the Right-of-Way To Burlington



By
Charles H. Damaske



HISTORY
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DEDICATION

I met Bill in the mid 1970's at The Wisconsin Electric Railway Historical Society. Bill was born August 18, 1943, in Milwaukee at Columbia Hospital. He attended local public schools and graduated from Washington High School in 1961. Bill received two history degrees and a teaching certificate while attending colleges at Purdue, Wisconsin, Anderson, Illinois, and University of Wisconsin-Milwaukee.

Bill rode on many streetcars and became a TM fan very early on. He is often consulted about his knowledge of the TM for historical displays. Bill has spent a large amount of time and resources during the formation of the Illinois Railway Museum. Bill was a major contributor in the form of time and research for the publication CERA 112 (better known as the TM book) with imitations W.C. Fields.

Without the dedication and persistence of Bill, this book would not be complete. Bill spent long, tedious hours going through 60 years of newspaper history covering a period of time from construction to abandonment of the Burlington line of the Milwaukee Electric Railway and Light Co. As a person who has been a TM historian, this publication is dedicated to Bill Nedden.

Along the Right-of-Way To Burlington

**By
Charles H. Damaske**

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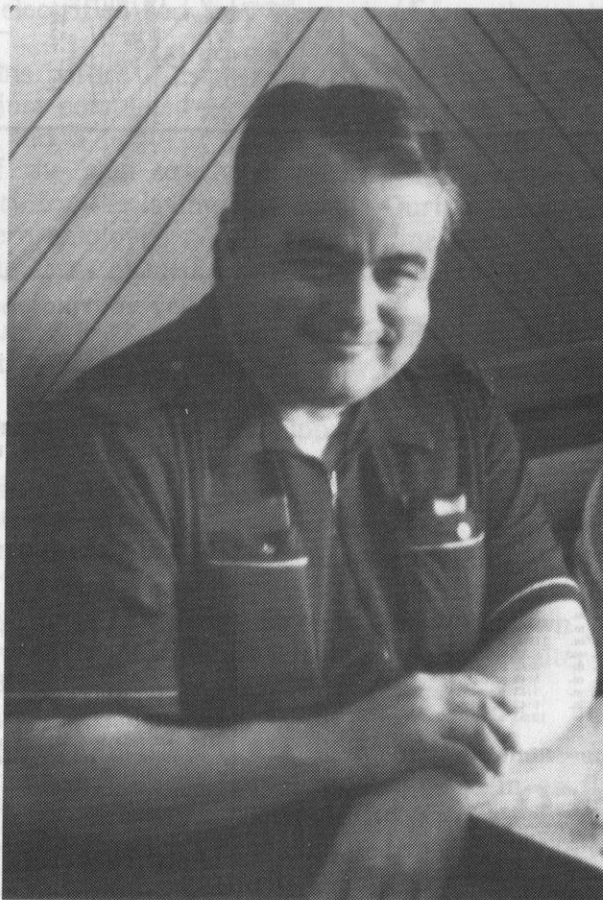
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DEDICATION

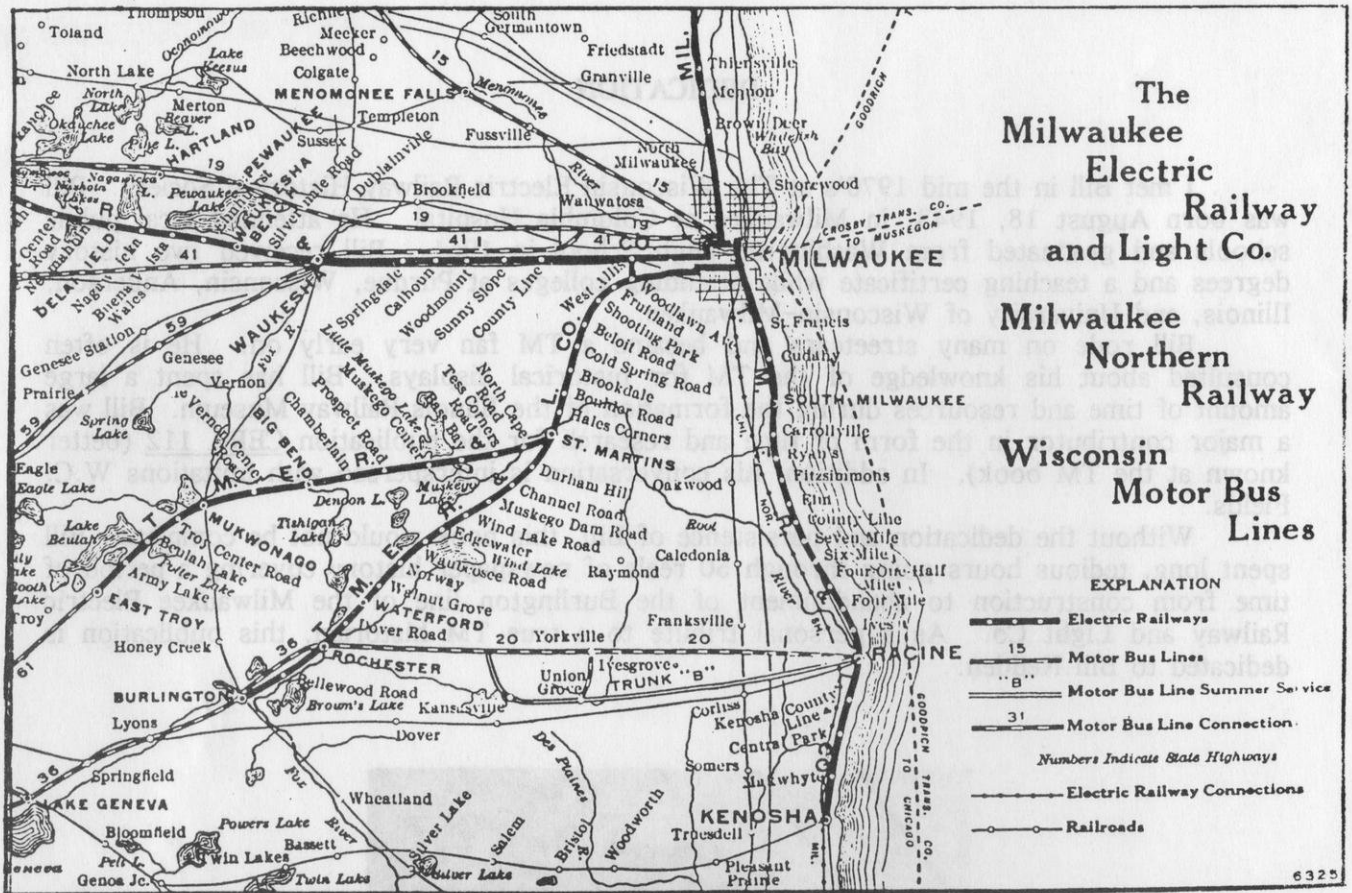
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Bill rode on many streetcars and became a TM fan very early on. He is often consulted about his knowledge of the TM for historical displays. Bill has spent a large amount of time and resources during the formation of the Illinois Railway Museum. Bill was a major contributor in the form of time and research for the publication CERA 112 (better known at the TM book). In addition, his conversation is interspersed with imitations W.C. Fields.

Without the dedication and persistence of Bill, this book would not be complete. Bill spent long, tedious hours going through 60 reels of newspaper history covering a period of time from construction to abandonment of the Burlington line of the Milwaukee Electric Railway and Light Co. As a personal tribute to a true TM historian, this publication is dedicated to Bill Nedden.



Storage tanks for gasoline were placed south of the stock pen at Farmers Oil and Supply Co. when T&M moved from Lemond Rd. to St. Martins. When the railway was suspended, the company moved to College Ave. and North Cape Rd. and the firm is known as Midland Service Corp. Other freight



BURLINGTON AND MILWAUKEE TIME TABLE

NORTH BOUND

Leave	Rochester	Waterford	Hales Corners	Arrive Milwaukee
Burlington 6:27 a. m.	6:37 a. m.	6:40 a. m.	7:10 a. m.	7:55 a. m.
8:27 a. m.	8:37 a. m.	8:40 a. m.	9:10 a. m.	9:55 a. m.
10:27 a. m.	10:37 a. m.	10:40 a. m.	11:10 a. m.	11:55 a. m.
12:27 p. m.	12:37 p. m.	12:40 p. m.	1:10 p. m.	1:55 p. m.
2:27 p. m.	2:37 p. m.	2:40 p. m.	3:10 p. m.	3:55 p. m.
4:27 p. m.	4:37 p. m.	4:40 p. m.	5:10 p. m.	5:55 p. m.
6:27 p. m.	6:37 p. m.	6:40 p. m.	7:10 p. m.	7:55 p. m.
8:27 p. m.	8:37 p. m.	8:40 p. m.	9:10 p. m.	9:55 p. m.
11:27 p. m.	11:37 p. m.	11:40 p. m.	12:10 a. m.	12:55 p. m.

SOUTH BOUND

Leave Milwaukee	Hales Corners	Waterford	Rochester	Arrive Burlington
6:15 a. m.	7:00 a. m.	7:30 a. m.	7:33 a. m.	7:43 a. m.
8:15 a. m.	9:00 a. m.	9:30 a. m.	9:33 a. m.	9:43 a. m.
10:15 a. m.	11:00 a. m.	11:30 a. m.	11:33 a. m.	11:43 a. m.
12:15 p. m.	1:00 p. m.	1:30 p. m.	1:33 p. m.	1:43 p. m.
2:15 p. m.	3:00 p. m.	3:30 p. m.	3:33 p. m.	3:43 p. m.
4:15 p. m.	5:00 p. m.	5:30 p. m.	5:33 p. m.	5:43 p. m.
6:15 p. m.	7:00 p. m.	7:30 p. m.	7:33 p. m.	7:43 p. m.
8:15 p. m.	9:00 p. m.	9:30 p. m.	9:33 p. m.	9:43 p. m.
11:30 p. m.	12:15 a. m.	12:41 a. m.	12:43 a. m.	12:53 a. m.

Subject to Change.

This railway also renders a fast, convenient Express Service at Low Rates.

T.M.E.R. & L. CO.

For further information, rates or tickets, call Badger Hotel 300, Geneva street.

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VIA

Electric Express

YOU WILL SAVE TIME AND MONEY
AND GET THE BEST MARKETS

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Except Sunday, Between

Milwaukee and Burlington

Leave Milwaukee 6 a. m. and 1 p. m.
Arrive in Burlington 8:05 a. m. and 3:05 p. m.

Leave Burlington 8:15 a. m. and 3:15 p. m.
Arrive Milwaukee 12 noon and 7 p. m.

All kinds of packages, dairy and poultry products and merchandise

"Via Electric" your produce reaches the market the same day--you may phone your order to town and have the goods the same night.

LOW RATES PROMPT SERVICE

For Details See

John Terhorst, Power House, Phone 291

STANDARD DEMOCRAT
DEC. 8, 1922

STANDARD DEMOCRAT
SEPT. 1916

ST. MARTINS

St. Martins is located in the northwest corner of Franklin township, Milwaukee County. When you see the church spire on the crest of the hill, you think of St. Martins. Two Catholic churches within four blocks of each other testify to good faith and also to bad. Originally St. Martins was called Franklin Village, but the founders were Irish first. Father Kundig established Holy Assumption parish on April 13, 1847. A log church was built first in 1848-50. It was struck by lightning and burned down in 1866. In 1867, a cream city brick church was built.

Then the Germans came with a different culture, different skills and values. They wanted to worship God in their own language. They first tried to have a priest stay with Father Kundig that could speak German. That only worked for a short time and dissatisfaction occurred. In 1858-9, land was given to the German speaking people by the Irish so they could build their own church. Sacred Hearts Church was built, creating divisions that were narrowed only by the arrival of a few Dutch and English families. The cemeteries are located behind Sacred Hearts Church, where the Irish and Germans sleep separately.

In 1904, when service began to St. Martins Junction, it was hoped that St. Martins would become a bona-fide town, but that never happened. During the construction of the right-of-way in 1907-8, the tracks went right past Sacred Hearts Church. When permission was given, the church was electrified and they were given free electricity for a period of time.

Just south of St. Martins before Durham Hill, the T.M.E.R.&L. went through a marsh area. A 400 foot stretch of just completed grade sank while men were at work. This brought up hundreds of muskrats and a pond of oozing slime and mud. The work gang chased the muskrats and some of the men nearly drowned. Finally installation of timbers and fill provided enough stability for the laying of tracks. During the construction of the Burlington line nearly 500 men were employed on the electric line between St. Martins and Waterford. On July 2, 1909, the line was opened from St. Martins to Burlington.

During 1912-13, the T.M.E.R.&L. Co. was given permission to haul freight on its lines. At St. Martins, like most other communities, spur tracks were installed to handle freight service. Just south of Sacred Hearts Church, a spur track was laid. Local farmers would load gondola cars of sugar beets to be shipped to Menomonee Falls for processing into sugar.

A small stock pen for 30-40 cattle was built on the west side of the spur. It was used by Ed Griesmer, a local stock dealer. During the teens, the State of Wisconsin forced local farmers to test their herd for TB. Many farmers' livestock tested positive and had to be destroyed. Farmers purchased new livestock from farmers in Watertown and Columbus and were shipped in cattle cars, delivered to St. Martins. Young Walter Barbian would herd the livestock to their new home.

R.A. Mayer Company used freight service as a farm implement dealer for Allis Chalmers. All-Crop Harvester Combines from La Porte, Indiana came in on flat cars, where they were unloaded and assembled for delivery. Schmidt Bros. of Hales Corners used the freight service for feed delivery and Koelsch's farm shipped milk and received fertilizer.

Storage tanks for gasoline were placed south of the stock pen by the Farmers Oil and Supply Co. when they moved from Bluemound Rd. to St. Martins in 1936. The gasoline was transported in tank cars. When the railway was suspended, the company moved to College Ave. and North Cape Rd. and the firm is known as Midland Service Corp. Other freight

would also come to St. Martins. Carloads of lumber, gravel and other bulk shipments came in on the TM.

Baseball was a favorite pastime for local people. Land-O-Lakes teams would play softball at Sacred Hearts diamond south of the church. Teams from Muskego, East Troy, Hales Corners and other towns would travel by interurban car for a Sunday afternoon of baseball.

When Sacred Hearts parish held its annual church Bazaar, over 400 chicken dinners were served at the school hall and people would come out from Milwaukee on the interurban to wait in line for the home cooked feast.

People from the area rode the interurban going to and from school. High school students would travel to Mukwonago or even to Juneau High School in Milwaukee, as did Margaret Godsell in the late 1930's.

People traveling to and from Burlington would have to board the East Troy car to travel to Milwaukee. At the waiting station Katie Haig sold magazines, newspapers and hard candy. The station was often visited by local children to purchase horehound and peppermint candy in purple striped bags. On not so busy days, Katie Haig would deliver small parcels to local merchants or town people that arrived on the TM. Tickets were never sold at the station, but Conductor Zimmerman would sell the tickets. The only celebrity that came through St. Martins was Al Capone in 1928, passing through on his way from Chicago to a family cottage on Big Martha Lake in Mercer.

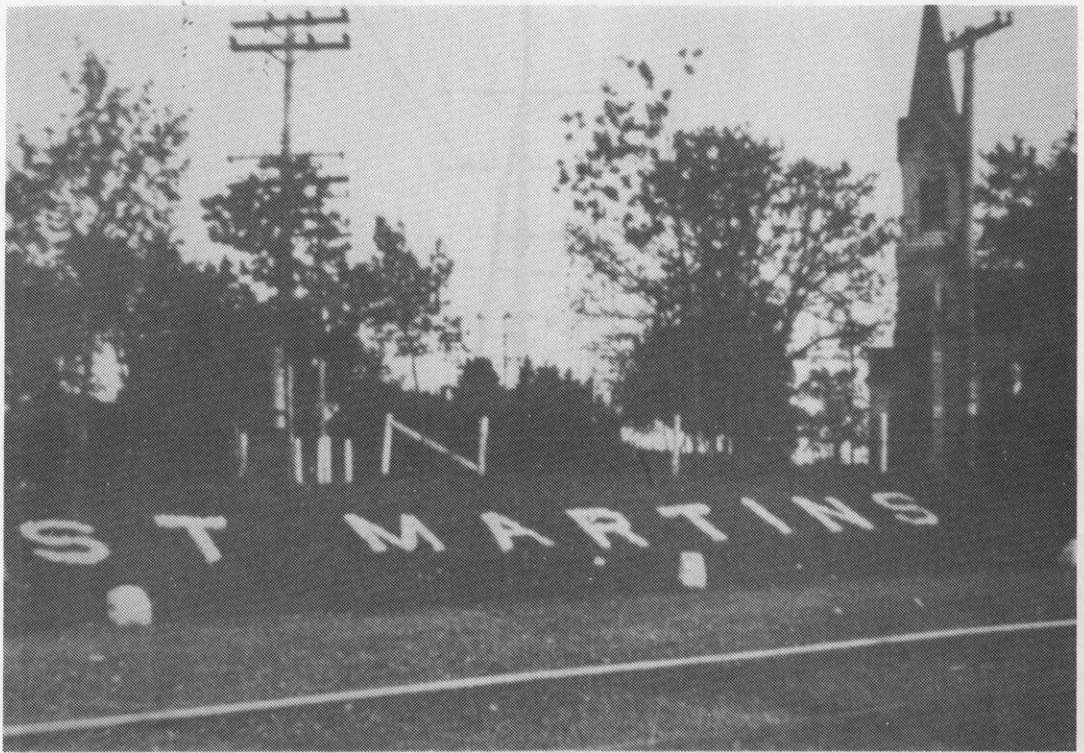
The business district of St. Martins included four taverns, four general stores, two implement dealers, a doctor's office, a telephone office, Matt Dollinger's dance hall, a blacksmith shop, an Ice Cream parlor, and a Windmill for grinding feed.

When the telephone lines needed servicing in the rural area, workmen would come out on the interurban car and rent a horse and buggy from the local blacksmith and go out to repair the problem. The telephone company was located on Swiss Street and operators included Nellie Wall, Mary Godsell, and Mamie Wolf.

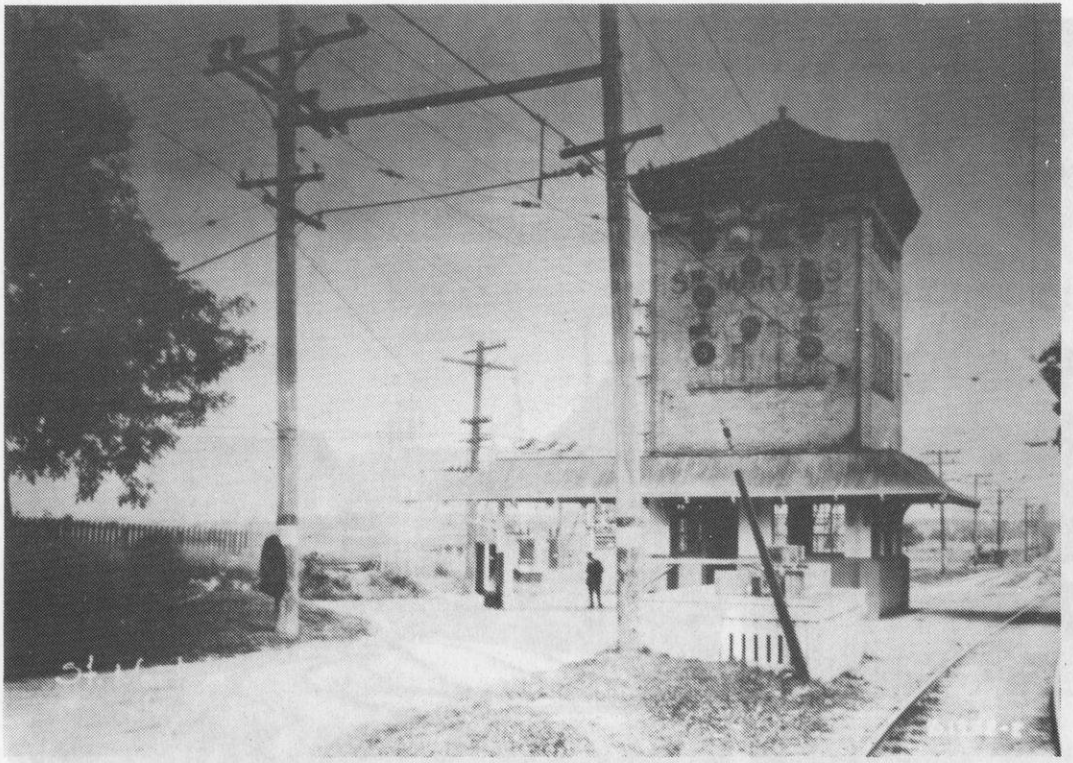
In October of 1937, the company was considering abandonment of rail service on the Burlington line. Passenger revenue for 1910 amounted to \$34,774.00, in 1920 it increased to \$73,591.00, in 1930 it decreased to \$26,167.00 and for 1937 to \$13,203.00. As for freight service, it was disclosed that slightly over 300 carloads were either shipped out or received over the line.

When it was finally decided to abandon service, it came on May 2, 1938. With only a short stub track remaining past the station, the station stood until the fall of 1943, when it was demolished by a steel ball mounted on a crane and hauled away.

THE INFORMATION FROM THE NEWSPAPERS IS TRANSCRIBED FROM ACTUAL COLUMNS "AS WRITTEN" IN THE WATERFORD POST, THE BURLINGTON FREE PRESS, THE STANDARD DEMOCRAT AND THE TRI-TOWN NEWS.



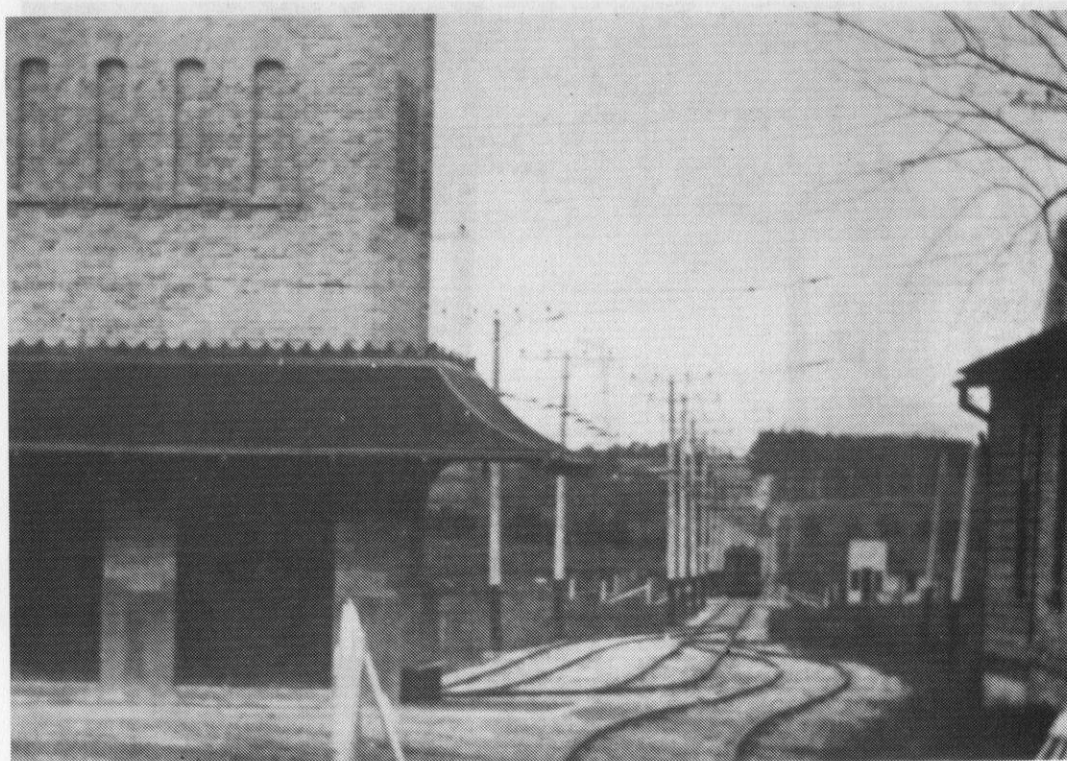
ST. MARTINS LOOKING SOUTHWEST OF STATION 1921



ST. MARTINS STATION LOOKING NORTH 1927



APPROACHING ST. MARTINS LOOKING SOUTHWEST T2



ST. MARTINS LOOKING NORTHEAST 1908 T2



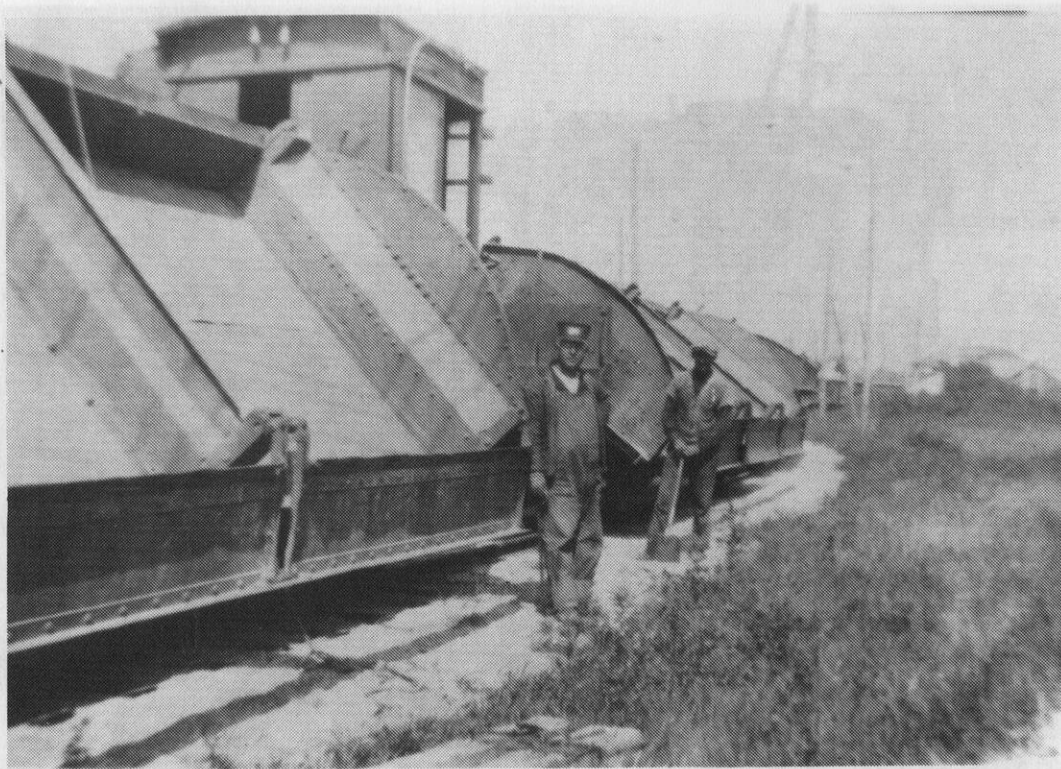
ST. MARTINS LOOKING EAST-NORTHEAST FEB. 19, 1936



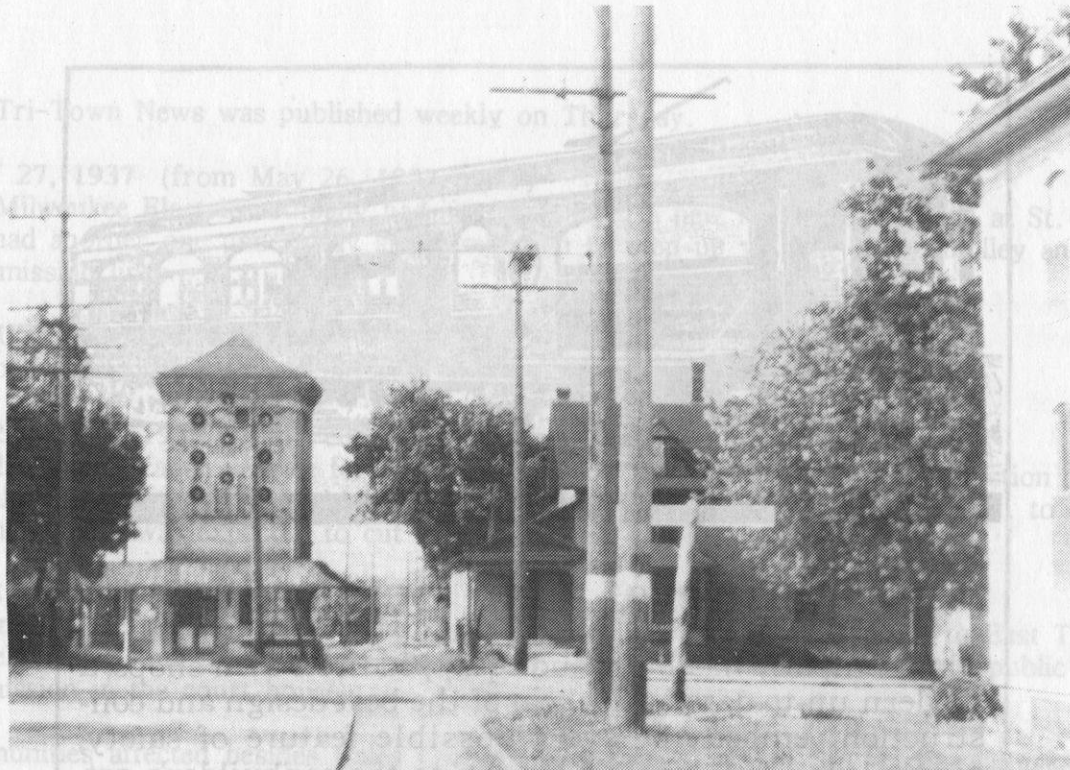
D-23 LINE CAR WITH PLOW SOUTH OF ST. MARTINS FEB 19, 1936



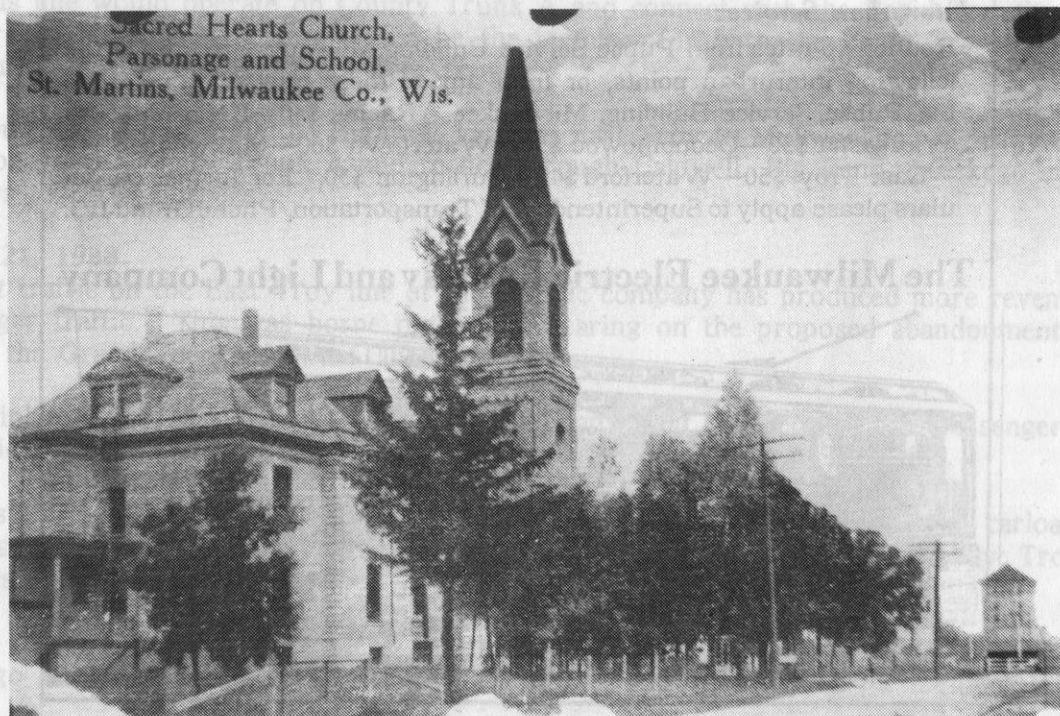
○ CAR 1110 AT ST. MARTINS ON BURLINGTON DIVISION



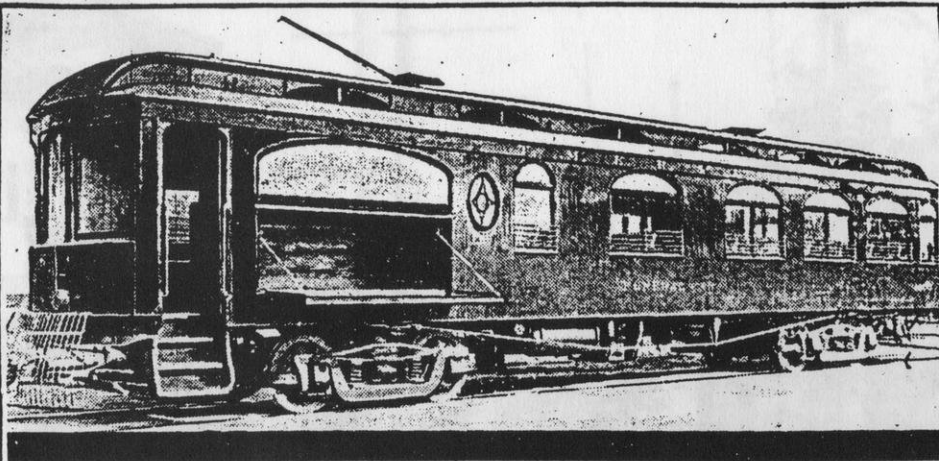
D-13 AT ST. MARTINS DUMPING GRAVEL, BOB KLOES, MOTORMAN



LOOKING NORTH AT ST. MARTINS ON 116TH ST.



LOOKING NORTH ON 116TH ST., ST. MARTINS



Funeral Car Service

This company has built and equipped in its own shops, a modern up-to-date funeral car of the best design and construction, embodying every possible feature of safety, convenience and comfort, known to the car builder's art. This car seats 48 passengers and may be chartered at the following rates:

City Service:

\$15 for 3 hours or less; \$5 for each additional hour.

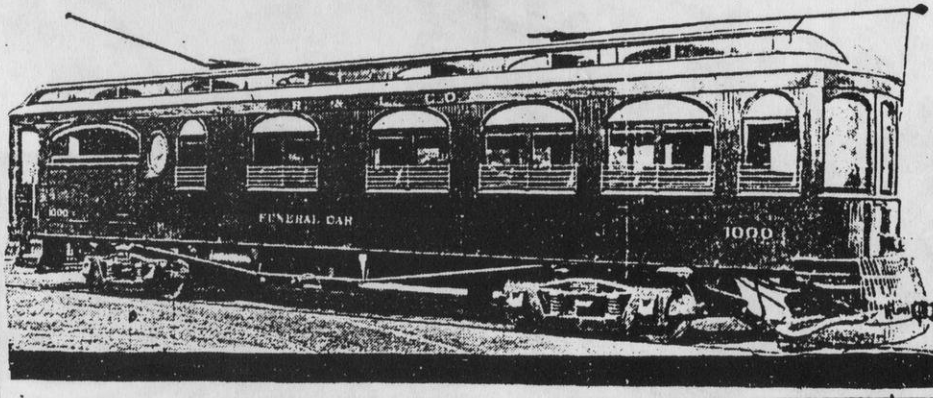
Suburban Service:

\$20 for 3 hours or less; \$5 for each additional hour.

Interurban Service:

Round trip rates from Public Service Building, Milwaukee, to any of the following interurban points, or from any of these interurban points to the Public Service Building, Milwaukee. Racine \$40—Kenosha \$50—Waukesha \$30—Oconomowoc \$50—Watertown \$60—Mukwonago \$40—East Troy \$50—Waterford \$40—Burlington \$50. For further particulars please apply to Superintendent of Transportation. Phone Grand 123.

The Milwaukee Electric Railway and Light Company



The Tri-Town News was published weekly on Thursday.

MAY 27, 1937 (from May 26, 1927 paper)

The Milwaukee Electric company had just completed a new railway substation at St. Martins and had another one under way at Chamberlain to step up voltage of the trolley and power transmission lines.

AUGUST 12, 1937 (from Aug. 11, 1927)

Railroad fares during State Fair week were cut to one cent a mile.

FEBRUARY 3, 1938 (from Feb. 2, 1928)

Speedier rapid transit service for Hales Corners was promised with the construction of a new line along the north bluff of Menomonee valley from 8th St., and St. Paul Ave., to 40th St. The new route was expected to cut six minutes off the car schedules.

JUNE 16, 1938

Hearing on the plan to abandon the Rapid Transit line from Hales Corners to East Troy will be held at 10 a.m. Thursday of next week at Waukesha before the state public service commission in the court house.

Communities affected besides Hales Corners, and East Troy are St. Martins, Muskego, Big Bend, and Mukwonago. Residents of East Troy are reported to working actively to have the service retained. Several in Big Bend and Muskego are also interested.

The route includes 22.8 miles of track. The Electric company suggested that the line from Mukwonago to East Troy could be leased for freight purposes and that bus service from East Troy to Hales Corners could take care of the passenger service.

The bus line would operate on County Trunk A and connect with the Rapid Transit at Hales Corners. Thus Hales Corners would be the terminal for both the Rapid Transit line from Milwaukee and the bus line from East Troy.

The route of the bus would be Highway 15 from East Troy to Mukwonago, Highway 83 from Mukwonago to County Trunk A and thence through Caldwell, Big Bend, Muskego and Tess Corners to Hales Corners.

JULY 21, 1938

Freight traffic on the East Troy line of the electric company has produced more revenue than passenger traffic. This was borne out at the hearing on the proposed abandonment of the line in the Grand Theater in East Troy Monday.

R.H. Pinkley, vice-president of the Electric company, had testified that the passenger traffic had paid the best although it had declined 70 per cent on the East Troy line.

Figures on freight traffic for March 1937 showed that Muskego received 63 carloads, St. Martins, 67 carloads, Big Bend, 52 carloads, Mukwonago, 26 carloads, and East Troy, 503 carloads.

During this same period there were 273 outgoing cars from East Troy and one each from Muskego and St. Martins. This made a total of 986 cars of freight handled in March 1937.

The state public service commission held the hearing open for further testimony as East Troy has more evidence to present in favor of retaining the line. No definite time for the next

hearing was set.

George Clark of Big Bend testified that property values in Big Bend had increased since the line started. He said abandonment of the line would increase Big Bend village taxes 18 per cent.

That portion of the line between East Troy and Mukwonago would not be self-sustaining under present conditions according to Mr. Pinkley.

The proposed bus service from East Troy to Hales Corners calls for three round trips daily leaving East Troy at 9:35 a.m., 3:10 and 6:05 p.m. Atty James Drought said the schedule was not satisfactory. He represents the Hales Corners-East Troy Defense association.

Ed Goodman of Mukwonago, a member of the Waukesha county highway commission, said abandonment of the line would add 4,000 truckloads of freight per year to Highway 15 and would "create additional hazards on a road already overcrowded."

Citizens of East Troy were most concerned over the effect on the United Milk Products plant which has shipped 282 carloads of evaporated milk during the first six months of 1938. The plant is one of the best in the state and has been growing steadily.

Pinkley told how much money had been spent improving the line but said the revenue had declined steadily.

Mayor Clancy of East Troy suggested that part of the utility taxes could be refunded to the company to induce it to keep the line running. East Troy and Big Bend have agreed to this plan.

AUGUST 3, 1939

Interurban railway passenger service between East Troy and Hales Corners will be discontinued with the close of business Aug. 12, and freight and express service will be discontinued with the close of business Sept. 5 according to H.G. Monger, traffic manager for the Milwaukee Electric Railway & Transport Co.

Carload freight service, however, will be continued after Sept. 5, only between East Troy and Mukwonago, in accordance with an agreement between the Transport Co. and the village of East Troy.

Abandonment of the railway line was authorized by the Public Service commission of Wisconsin July 18, subject to the continuation of a carload freight service between East Troy and Mukwonago, connecting at that point with the Soo Line.

In another order the commission authorized the Midland Coach Lines to alter its route between Beloit and Milwaukee so as to service East Troy, Mukwonago, Big Bend, and Muskego. This operation will pass through Hales Corners on County Trunk A, but no local passengers are to be carried between Hales Corners and Milwaukee.

Star route mail service for Greendale, Hales Corners, Muskego, Big Bend, Mukwonago, East Troy and Troy Center will start Monday, Aug. 14.

Bids on the service will be opened Friday morning of this week. The bids will be on a per annum basis. The postal department recommends a 3/4 ton to 1 1/2 ton truck for the purpose as the average load will be about 100 sacks of mail.

The route will make two round trips a day, each of 85.2 miles. Some of the boys have been busy with their pencils and figure that the job should pay from \$ 3,000 to \$3,500 a year at least. The hours will be long as the first trip starts about 5 o'clock in the morning and the last one finishes about 7 o'clock in the evening. For the first few months the driver will be on trial and temporary contract. After this trial period a contract will be let for four or five years. The route will make connection with the Lake Geneva and Waterford star route at Mukwonago. According to the schedule the driver will have a lay over of an hour or two between trips.

AUGUST 10, 1939

Bus service between East Troy and Milwaukee through Tri-Town area will start Sunday morning. The first bus will leave East Troy at 6:30 a.m. and arrive in Milwaukee one hour and seven minutes later at 7:37. The schedule will be Mukwonago at 6:40, Caldwell at 6:47, Big Bend at 6:55, Muskego at 7:03, Tess Corners at 7:07 and Hales Corners at 7:12. The complete schedule for the five trips each way daily appears elsewhere in this issue. The bus will stop anywhere along the route to pick up passengers but will not pick up Hales Corners passengers bound for Milwaukee. Bus tickets will be on sale at Getz Drug store in Hales Corners.

The last passenger street car will run Saturday night on the Rapid Transit line. Hales Corners will continue to have street car service as usual. Carload freight service will continue on the East Troy line until Sept. 5 between Hales Corners, St. Martins, Muskego and Big Bend.

Rapid Transit cars will do a loop turn at Hales Corners when this village becomes the terminal of the line starting Sunday. Maintenance of way men laid the tracks of the turn opposite the Merlin Schmidt home on North Cape road not far from the Electric company garage.

Additional track to 12th St., on the belt line in town of Lake has been assigned to the Hales Corners maintenance of way crew to make up for track that will be eliminated with the discontinuance of service to St. Martins, Muskego and Big Bend.

SEPTEMBER 28, 1939

Hales Corners Lions heard about the motor transport freight service for Tri-Town area at the regular luncheon at Schubring's triangle Monday. H.J. Coerper, traffic representative of the Motor Transport company, explained how there is less loss and damage by motor trucking, less packing costs and faster service. He said motor transport pays a larger tax bill than rails and employs more workers.

"These are facts and not propaganda. I'll leave the propaganda to someone else. Most of us already have our opinions, anyway, and propaganda doesn't change our views one way or the other", said Coerper.

Several present declared that truck service to Hales Corners was an improvement over rail service because the merchandise is brought right to the door. Mr. Coerper was asked if freight service would not be better than express service to Hales Corners because material shipped by express must be called for at West Allis.

He explained that the express company operates a large fleet of trucks for certain deliveries and added it is best for local persons to make their own choice as to which service they prefer. Express companies are more in competition with parcel post than with motor transport.

FOR HOLIDAY TRAVEL

THE ELECTRIC RAILWAYS

—ARE—

A Service of Convenience

Frequent Trains
Speedy and Comfortable
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To BURLINGTON
WATERFORD
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STANDARD DEMOCRAT
DEC. 13, 1923

FARMERS!

Ship Your Produce at

LOW RATES VIA ELECTRIC EXPRESS

Potatoes in Bags.....22c per 100 lbs.
Onions in Bags.....22c per 100 lbs.
Melons in Crates.....32c per 100 lbs.
Corn in Husk, in Bags.....32c per 100 lbs.

For further information and for rates on other produce see

T. M. E. R. & L. CO.

WM. TROST, Agent. Burlington

STANDARD DEMOCRAT
SEPT. 2, 1921



Why Are Electric Railway Fares So Low? : : :

Because electric railway lines carry a larger number of people in a given time over more extended areas, more economically and regularly than any other form of surface transportation.

Travel via "Milwaukee Electric" Affords

Low fares; conveniently arranged schedules; high-grade, easy-riding equipment; "down-town" to "down-town" service; "on-time" arrival; dependable, uninterrupted service constantly maintained.

The surest and safest way of reaching destination is always "via the Electric."

Trains to Milwaukee and intermediate points daily 6:12 A. M. and 27 minutes past every even hour from 8:27 A. M. to 8:27 P. M. Last car 11:27 P. M.

Always Consult Time Table

N-23 TICKET-OFFICE—BADGER HOTEL

T·M·E·R·&·L·CO.

STANDARD DEMOCRAT
MARCH 16, 1923

BURLINGTON FREE PRESS
OCT. 23, 1924

A CONTINUOUS FLOW

Of Electric Trains Between

BURLINGTON and MILWAUKEE

Every two hours patrons may leave Burlington for Milwaukee or Milwaukee for Burlington, and in one hour and 30 minutes be at their destination.

Thus there is a continuous flow of Electric Railway Service between these two points.

This, with comfortable cars, low fares and trainmen ever ready to serve, makes

A Service of Convenience

For train schedules, rates of fare and other information, call or see

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Milwaukee Electric Railway
T·M·E·R·&·L·CO.

DURHAM HILL

Durham Hill is located in the southeastern corner of the Town of Muskego. History has woven itself throughout the lives of the neighbors around Durham Hill, the settlement named for the herd of blooded Durham cattle imported to the area by John P. Roe in pre-Civil War days.

Levi Graves Guild took his first big chunk of land from the government when John Tyler was President in 1843. Two years later, Guild deeded a small piece of land in the southeast corner for a schoolhouse, provided his neighbors built a school with a fence around it within a year's time. In June of 1836, Luther Parker drove his two horse team to Muskego from New Hampshire. He brought his wife, Alletta French Parker, their three daughters, Susan, Perse and Ellen and their son, Charles. Charles grew up to become lieutenant governor of Wisconsin in 1873. Baby Amanda, born after they came, sickened and died. They buried her on the shores of Little Muskego Lake not far from their cabin. Parker was one of those responsible for Waukesha County's secession from Milwaukee County in 1846. When the location of a county seat was being considered, Parker's farm at Muskego was suggested.

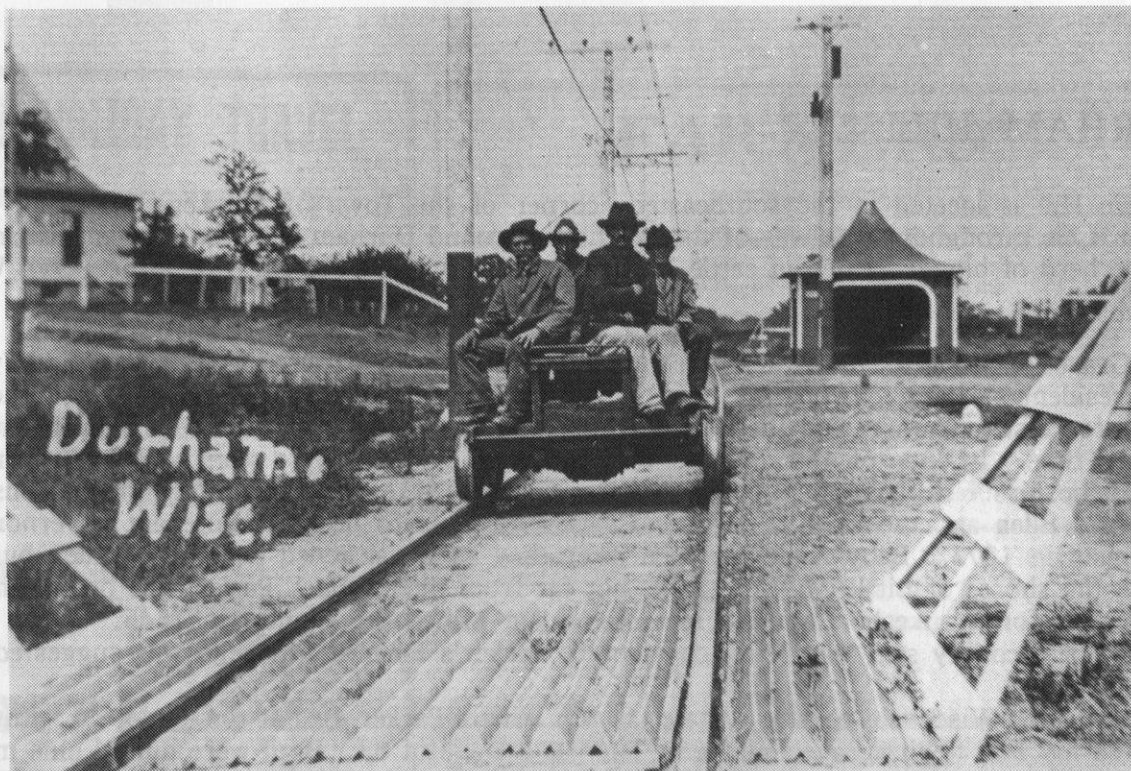
One year after Wisconsin became a state (1848), Alletta Parker died at the age of 46. Luther followed his wife to the grave four years later at the age of 53. Both were buried nine miles from their home in the Durham Hill neighborhood, skirting the then largest lake in the county, Big Muskego Lake. Durham Hill's half-acre cemetery had been given to the community in the early 1840's by Levi Guild. Located at the northeast corner of their farm, the cemetery was exempted each time the farm changed hands. Most of the burials in the tiny cemetery took place before, during and just after the Civil War. Its first grave was opened in 1847. Two Union soldiers were buried there, Johnathan Smiley, who died at Lexington, KY in 1862, and Lt. Homer Clark, who died at Nashville, TN in 1863. Other thoroughly English names listed on the cemetery stones are Hutchinson, Longstreet, Drought, Clark, Brice, Bentley and Fillmore. An interval of almost thirty years went by with no new graves in that peaceful ground. The last grave was opened in 1958 for Frank Brice, who died at the age of 91.

During the Civil War, Levi Guild sold his farm to Samuel A. Tenny, who became the first Postmaster of Durham Hill on February 9, 1863. He served the community until 1903 when the post office was discontinued. In 1883, Peter Blattner bought out Samuel Tenny and the farm remained in the family for many years. Also in the same year, John Bosch bought out John P. Roe. He then owned land at all four corners of the crossroads. The Boschs' operated a saloon, a farm implement agency, an inn and a general store.

When tracks of the new electric line (17.5 miles) came out from Milwaukee in 1908, the railroad bought four acres from the Blattner farm for a right-of-way. T.M.E.R. & L. Co. had a difficult time laying their tracks across the sinking swale and springs below the Blattner's barnyard. During construction, workmen would stay at the Peter's farm located at the southeast corner of the crossroads.

The first telephone connecting Durham Hill with the outside world was the line from John Bosch's place at Durham Hill to Schafer's at Windlake with no customers in between. Later a public line hooked onto it. Nellie Wall and Mary Wolf were the first "Centrals" to connect the neighbors' houses when a call was made.

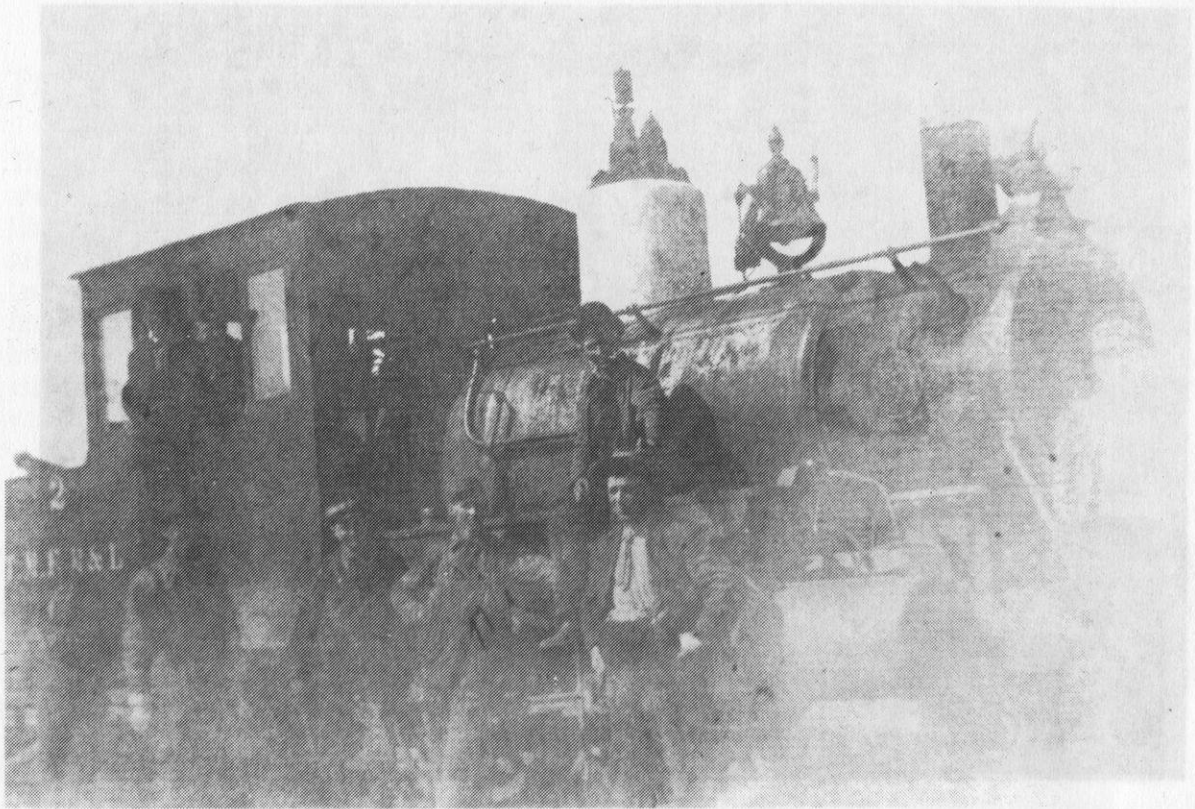
Durham Hill once supported two general stores, two saloons, a hardware store, a farm implement agency, a blacksmith shop, a creamery, an inn, a school, a post office, two churches, a ballroom and several tradesmen.



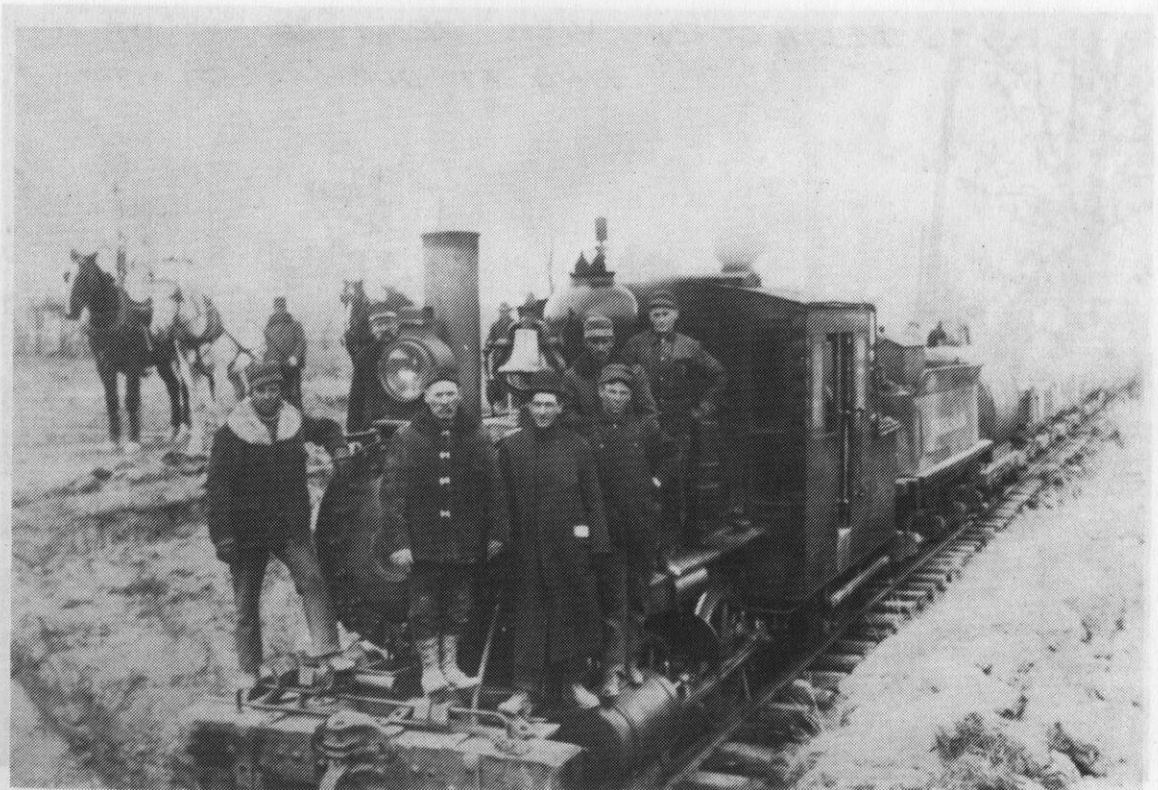
INSPECTION OF LINE BEFORE OPENING MOTOR CAR AT DURHAM HILL 1909



CONSTRUCTION CREW AT DURHAM HILL 1908



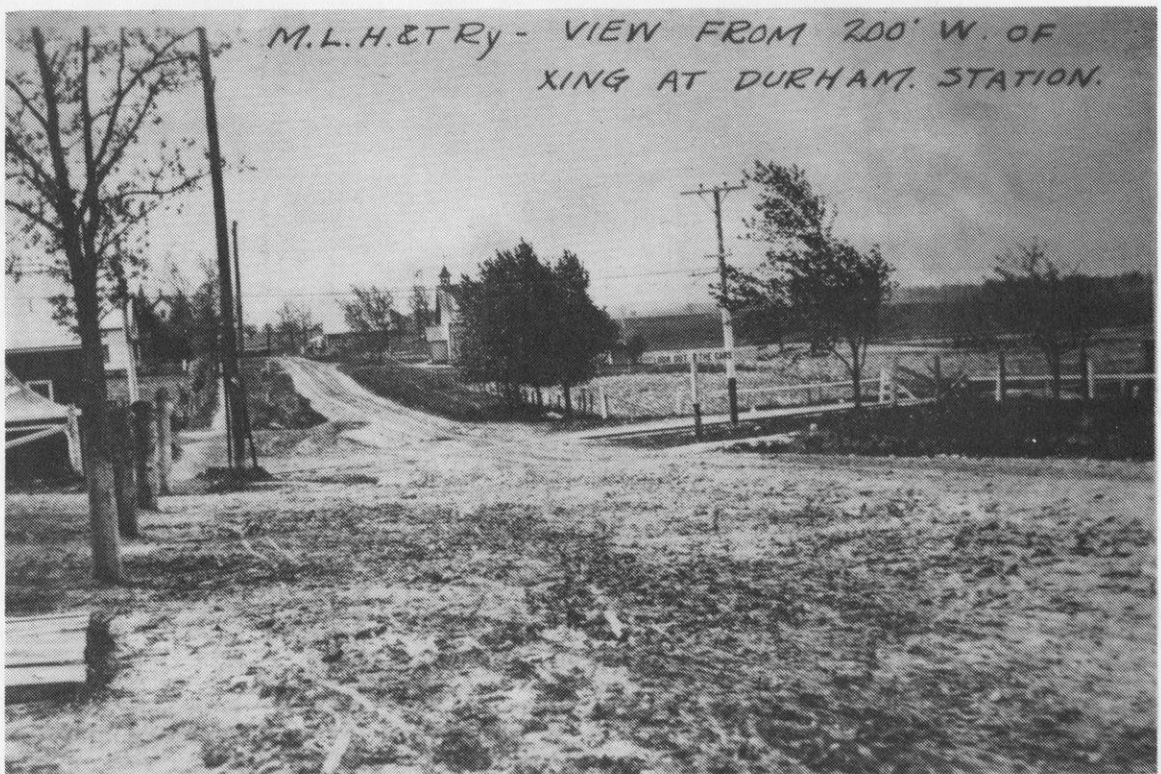
CONSTRUCTION CREW SOUTH OF DURHAM HILL 1908



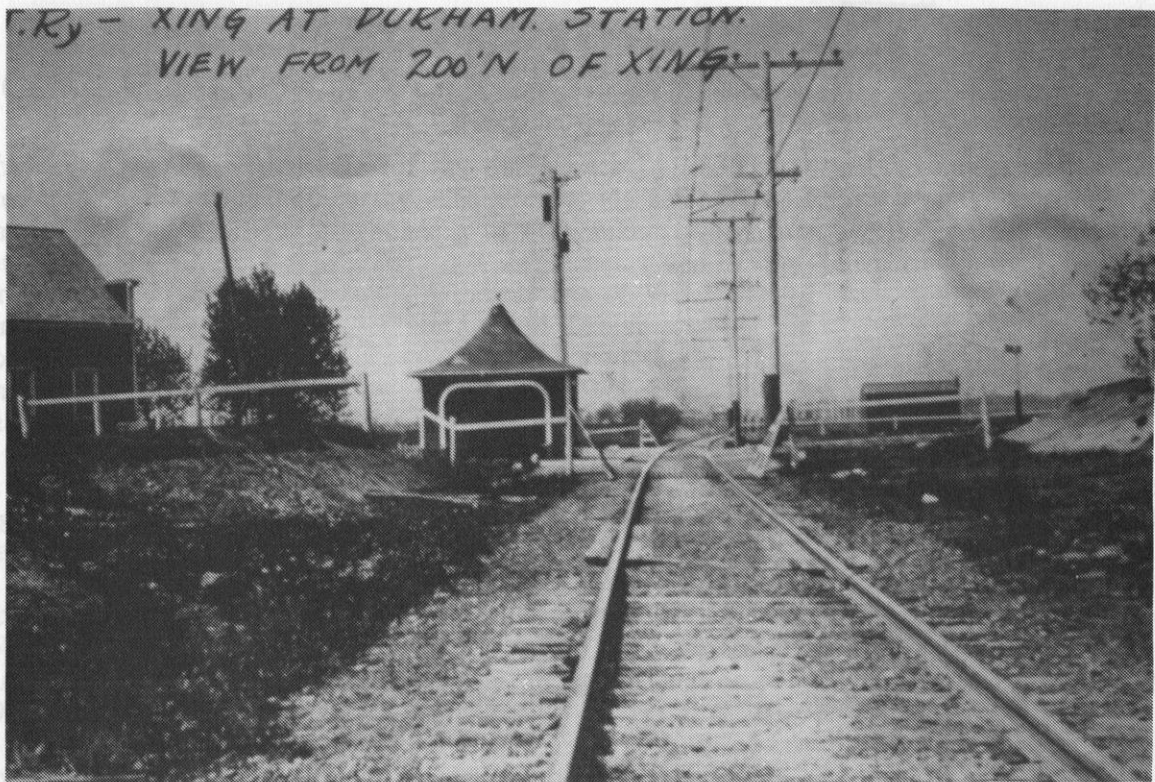
CONSTRUCTION CREW SOUTH OF DURHAM HILL 1908



LOOKING NORTH AT DURHAM HILL STATION CENTER OF PICTURE 1909



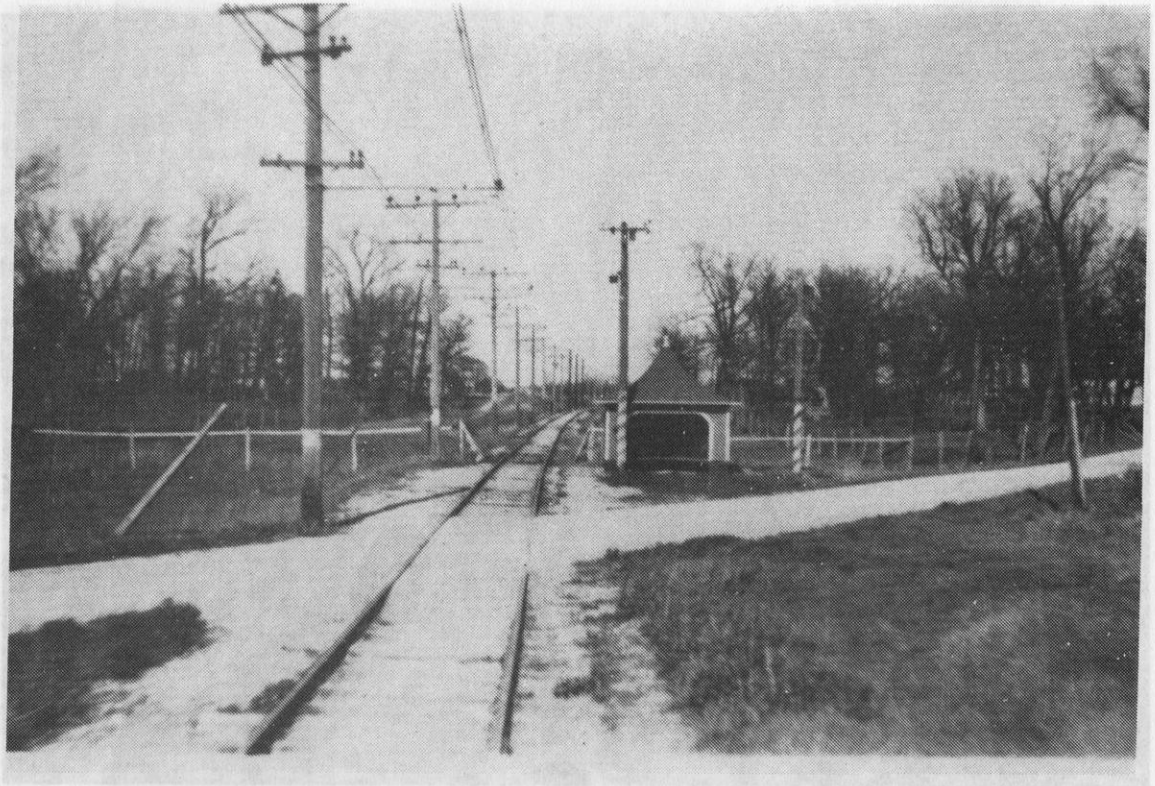
8000 LOOKING SOUTH AT DURHAM HILL 1913



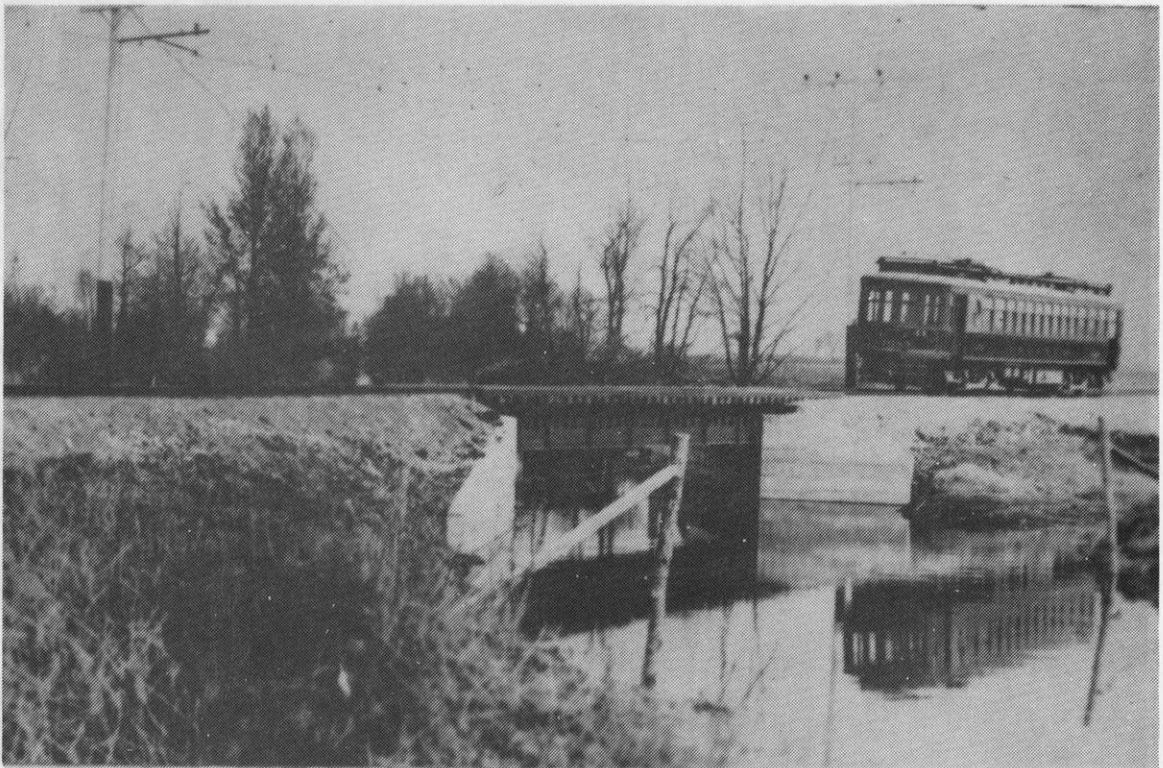
LOOKING SOUTHWEST AT DURHAM HILL STATION 1913



LOOKING NORTHEAST DURHAM HILL STATION 1938



LOOKING NORTHEAST MUSKEGO DAM ROAD LOOKING NORTHEAST 1938 1909



CAR 1119 AT MUSKEGO CANAL GOING NORTHBOUND 1913

TOWN OF NORWAY

The history of the Town of Norway dates back to 1838. The first pioneer settlers in this area were of Norwegian ancestry. They came via sailing ship from Norway, to New York, to Lake Michigan, then to Milwaukee. In Milwaukee, merchants persuaded the Norwegians to settle near Muskego Lake. The first settlers arrived in the Town of Norway and found a large Potawatomi Indian village on the shores of Wind Lake. They came to this area where fertile soil was surrounded by lakes and forest which provided wood to build their log homes. It bore a true resemblance to the area they had left in their homeland. People that immigrated here were John Nelson, Soren Bache, Johannes Johannesen and Even Heg. A few years after the settlement was established, cholera took a great toll of people.

In 1843, the first Norwegian Evangelical Lutheran Church was organized. In 1845, the first log church was build on Norway Hill. It served the people until 1869, when a brick church was built on the hill.

James Denoon Reymert was editor of the first Norwegian newspapers in American called "Nordlyset" or Northern Lights. He was also instrumental in getting a plank road built from Janesville to Milwaukee. The first copy of Nordlyset was printed in Even Heg's barn on July 29, 1847. The first town meeting was held on April 6, 1947.

The land around the outer rim consists of high land which is clay, sandy soil and black loam. The center was swampy land, marsh or muck soil. This land was not drained and in its virgin state was a haven for prairie chickens and all sorts of wild life. In a 1860 platbook, the swampland consisted of 1,840 acres. In June of 1861, the Town of Norway had the authorization to sell the land at a dollar and a quarter per acres of \$50 for forty acres. This swamp land of Wind Lake was at that time from 4 to 6 feet under water.

The first dredging of a canal from Wind Lake to Rochester was in 1877-8, a distance of seven miles with a fall of 1.75 feet. This lowered the lake by 4 feet. In April 1891, the James Reynolds Company received permission from the state legislature to make a second dredging of Big Muskego and Wind Lake. This second dredging started in the Big Muskego Lake area, through the Muskego Canal to Wind Lake and then down the Wind Lake Canal to the Fox River in Rochester. This lowered both lakes another 4 feet. At this point, Wind Lake had lost most of their shoreline and that the beauty of the lakes was gone. On June 19, 1896, the State Supreme Court ruled that the State Legislative body did not have the power to grant title to James Reynolds Co. The former action, therefore, was rescinded. A group of local farmers in 1901 hauled stones to build a stone dam at the outlet of Wind Lake to hold the water back, this proved to be ineffective.

When the T.M.E.R.&L. was constructing the line to St. Martins, they felt it was in their best interest to restore Wind Lake to its first dredging. In 1910, the T.M.E.R.&L. Co. with the local farmers, build a concrete dam a short distance above the stone dam. The dam was 32 feet wide with only a 6 inch cut 16 feet long for flood control. This was done to restore the fertile soil for growing crops and to attract the city people to the many resorts around the lake.

During the construction on the line, many local farmers with their team of horses and wagons were hired on the grading crew. They were paid from \$1.75 to \$2.00 per day as Edward Johnson did.

The first passenger car service was on June 19, 1909. Two stations were named Wind Lake. Passenger waiting stations were at four sites within 2 miles. These stations were known as

Wind Lake, 23.22 miles from Milwaukee; Edgewater (formerly Wind Lake), 23.62 miles; Waubeesee, 24.30 miles; and Norway Hill at 25.18 miles.

At Norway stop, a milk platform was there so farmers could ship their milk to Gridley's Dairy in Milwaukee. On one occasion, a local farmer was placing milk cans on the platform. His wagon was parked over the tracks and was hit by an interurban car. No one was hurt.

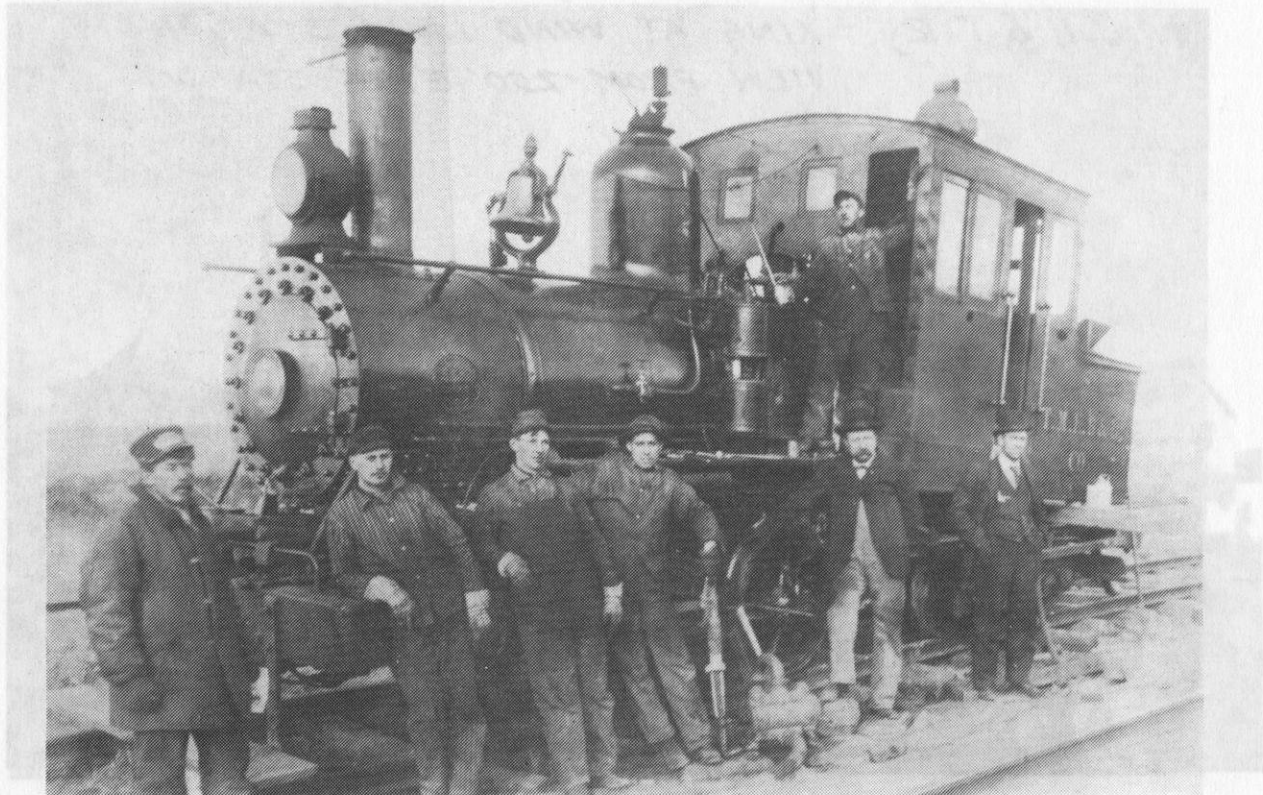
At Wind Lake a 300 foot run around was provided for local freight at Hoganson Lumber Co., where lumber and coal was delivered. At Edgewater there were double tracks because the Edgewater Resort was a popular spot. It was also stated the resort included slot machines. At Waubeesee stop, people could go to Hoganson's, Frank Turna's and Gumpert's resorts along the west shore of Wind Lake.

Resorts along the north shore of Wind Lake included Zenisek's, Frank Bruck's, and the Idle Hour. Resorts along the south shore of Wind Lake included Krause's, Mengert's and Peterson's. Mengert's was largely known for its dance hall while the other two featured picnic and beach areas. On a typical summer weekend, six interurban cars would be at the Edgewater Station to accommodate the people back to Milwaukee on a Sunday night.

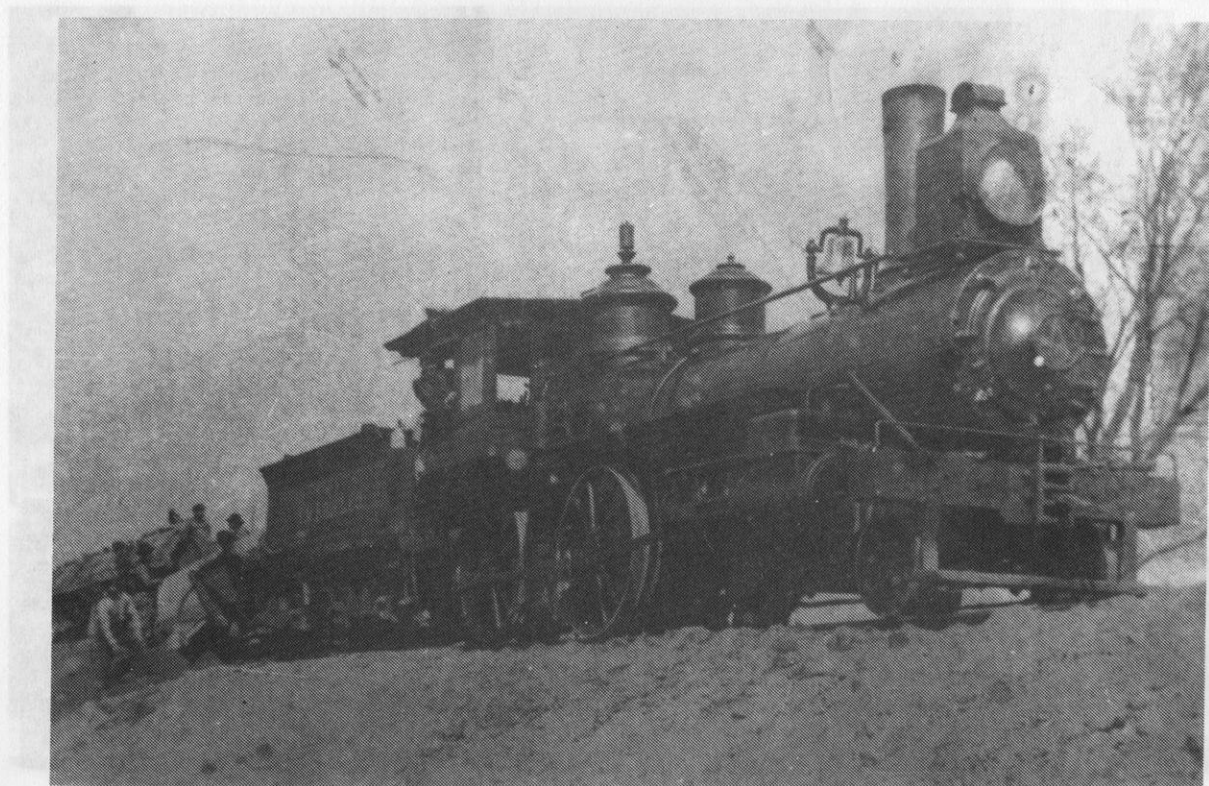
A typical resort provided cottages, groceries, drink, ice for the icebox, and other supplies as well as facilities for picnicking, boating and swimming. The resorts, by drawing people to the area for the temporary stays, also created a desire for lakeshore living that quite often culminated in the building or buying of a summer cottage.

Combined summer and year around residents created the need for another set of businesses that supplemented the resort business. General stores like the Bungalow and Ircinks were located in the main business district. Also located there was Goetz's Wayside Tavern, Wayside Garage, Huckstorf's Garage and a barbershop. In the mid 1920's, the main street (Hwy. 36) was concrete paved, which provided a better road to the area.

When the TM was abandoned in 1938, it barely affected the life style of the area since most people traveled by automobile to their cottages and started to remodel the lake cottages to year around residences.



CONSTRUCTION CREW 1908



CONSTRUCTION CREW AT NORWAY HILL 1908

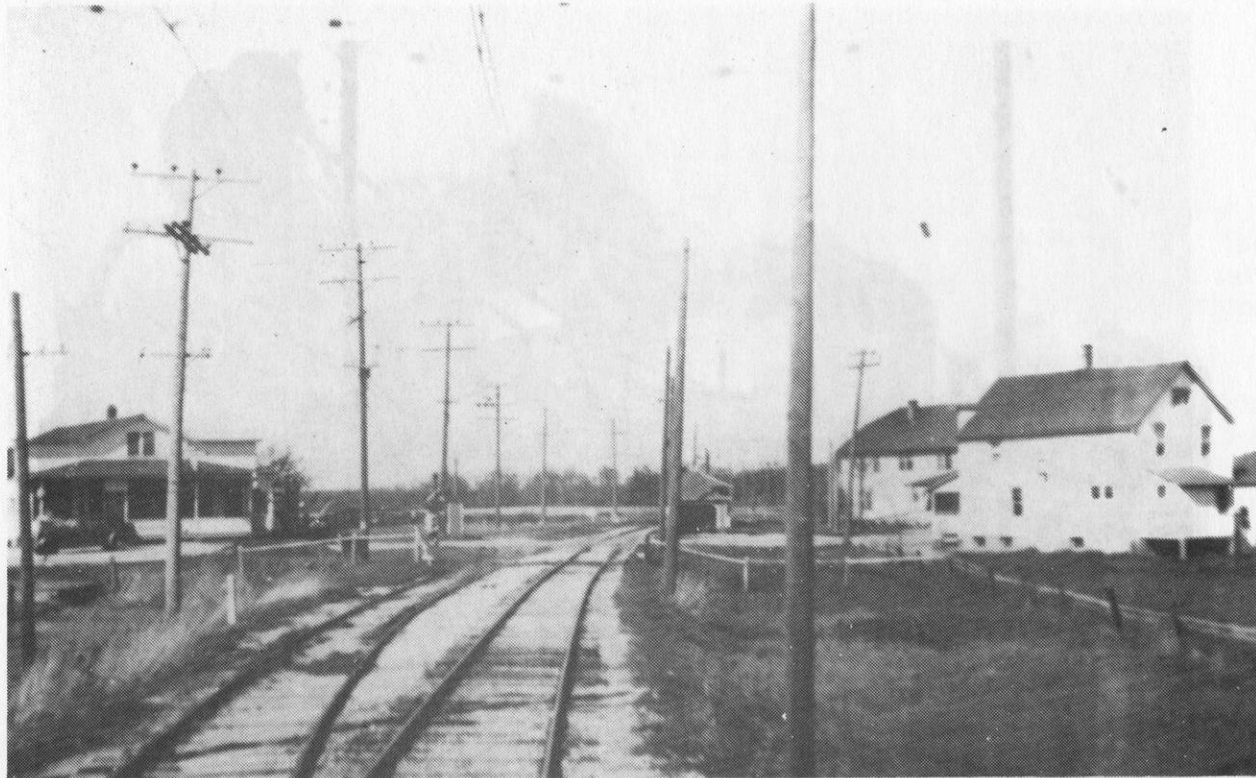
M.L.H. & T. Ry. - XING AT WIND LAKE STATION.
VIEW FROM 250' E. OF STATION.



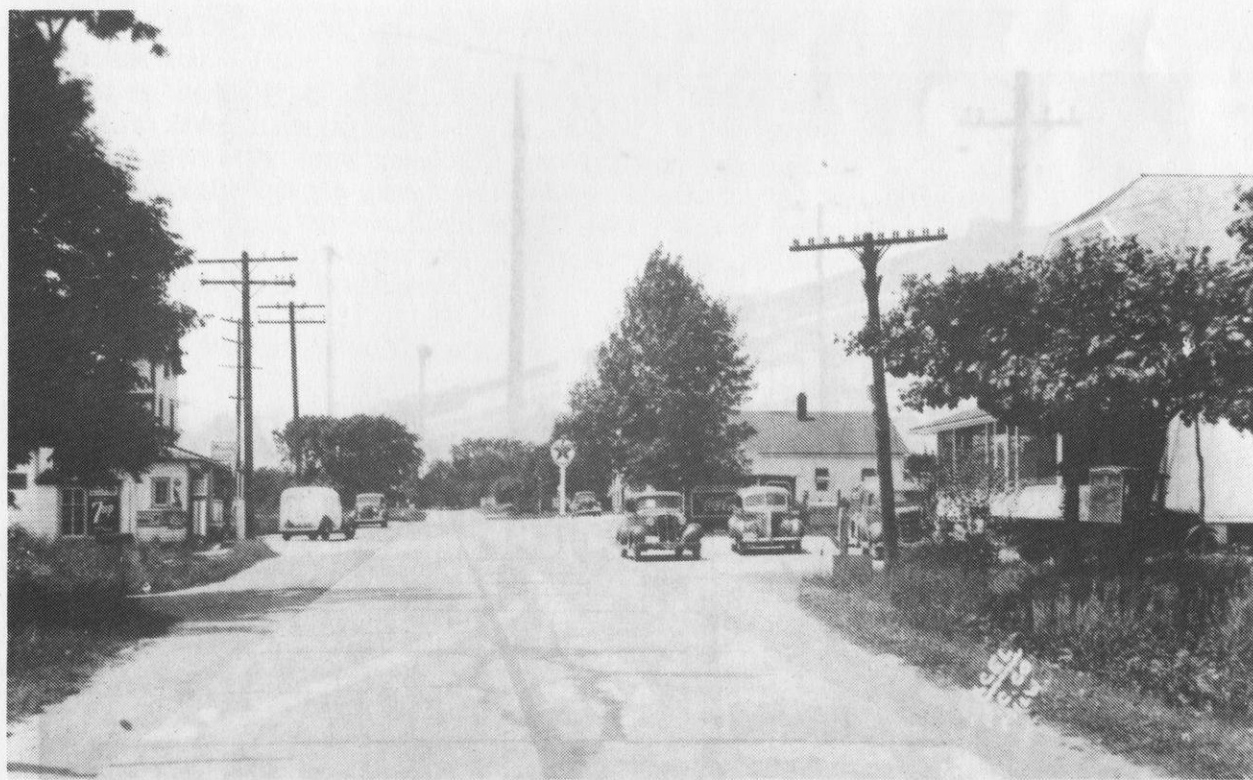
WIND LAKE STATION LOOKING WEST 1913



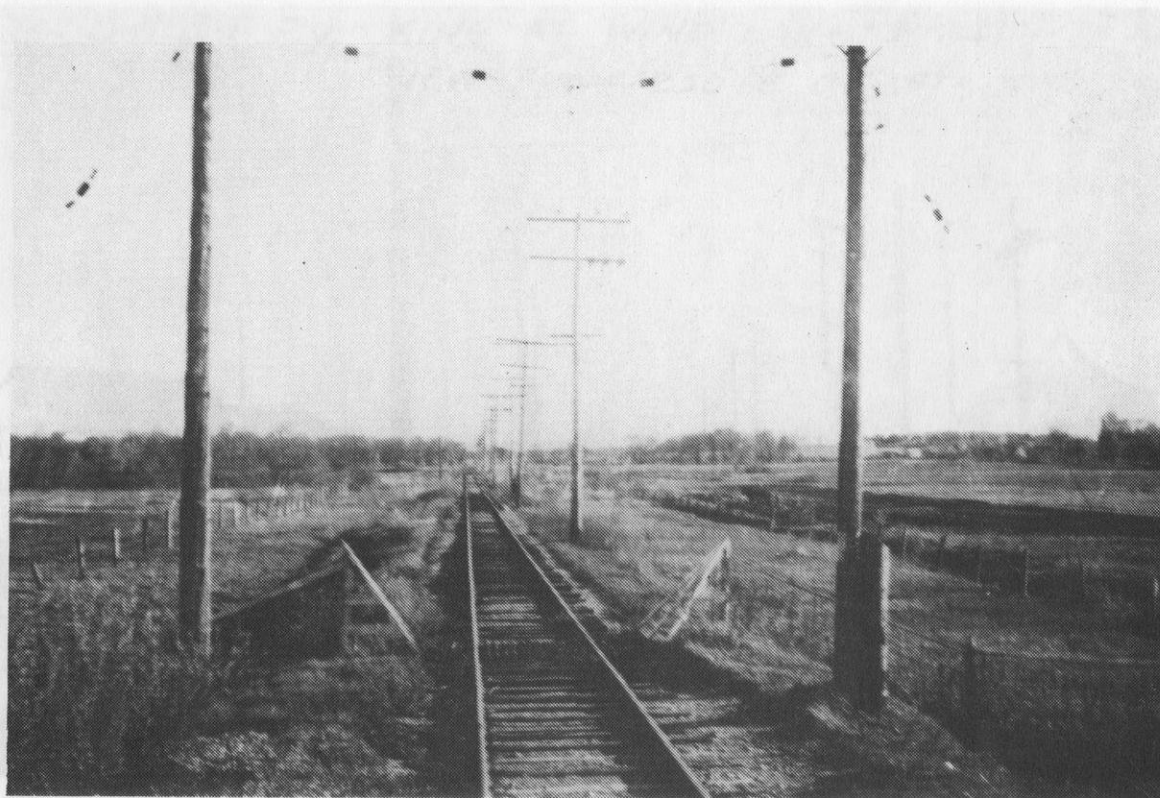
WIND LAKE STATION SOUTHBOUND CAR 1916



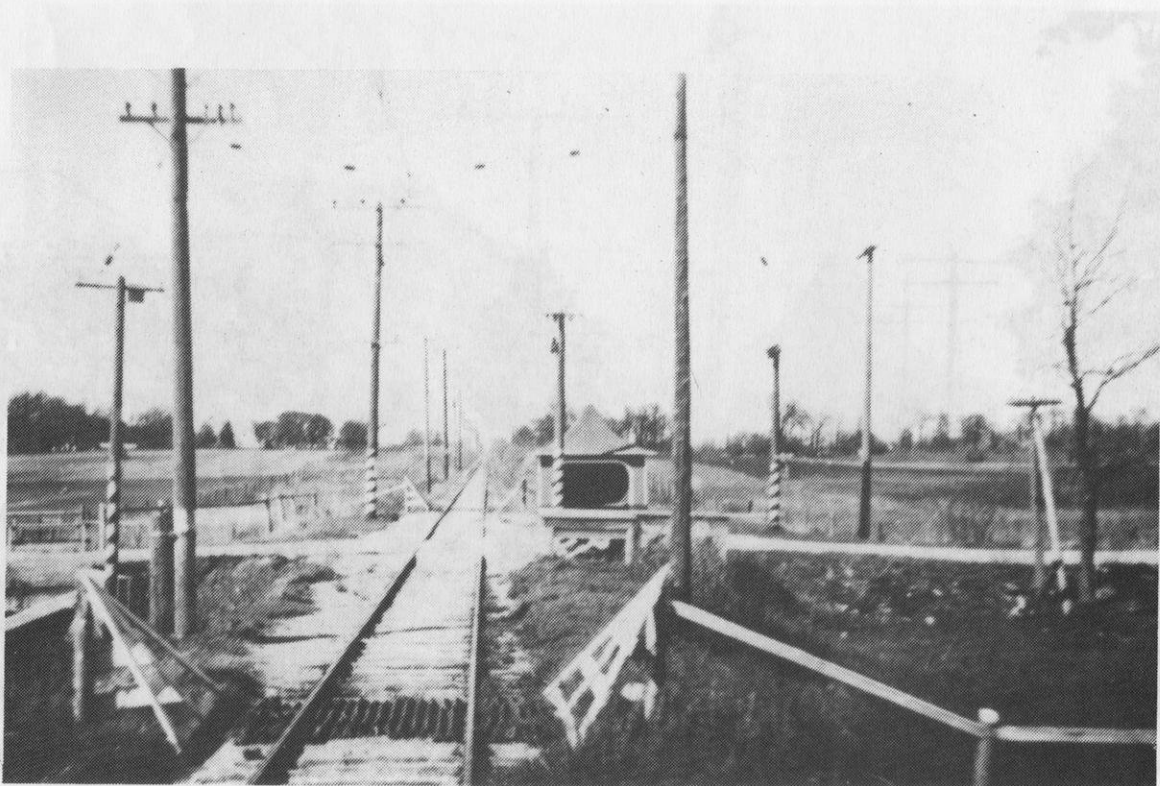
WIND LAKE STATION LOOKING NORTHEAST



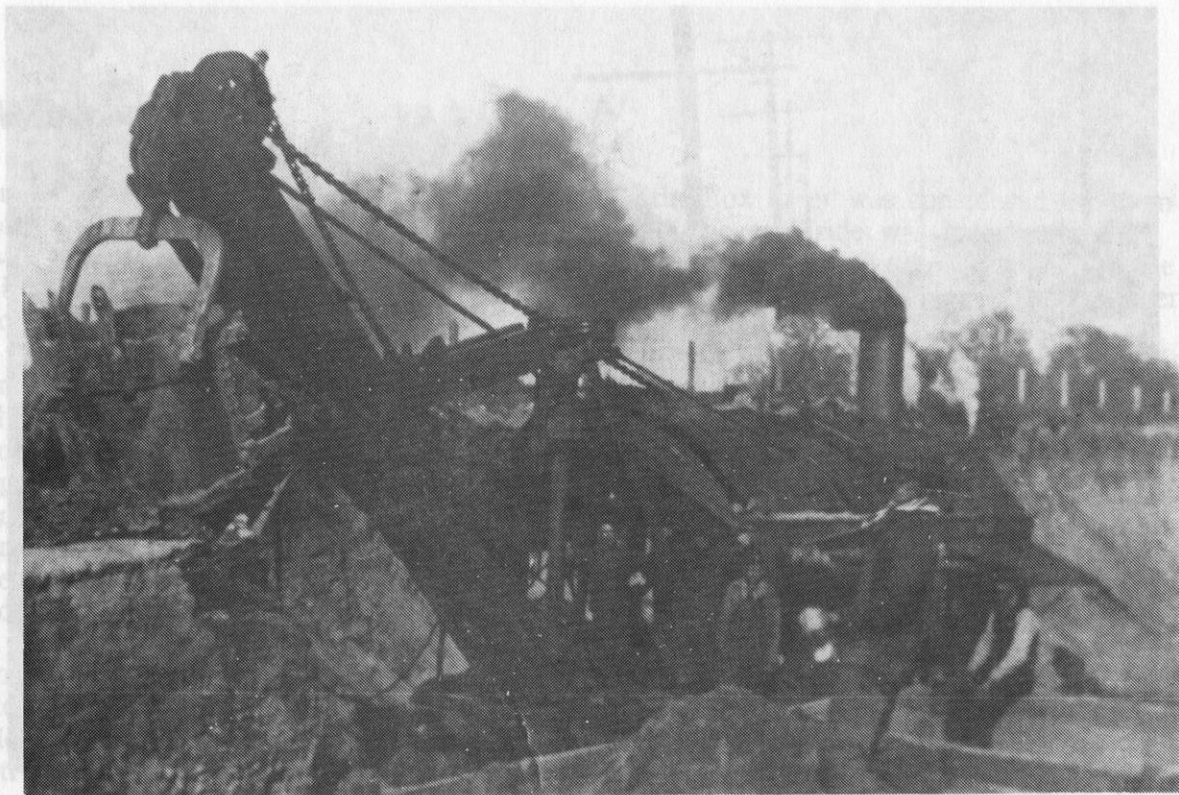
WIND LAKE MAIN ST. CIRCA 1940 (WAITING STATION BEHIND 2ND CAR ON RIGHT)



WAUBEESEE RD. STATION LOOKING SOUTHWEST 1938



WAUBEESEE RD. STATION LOOKING NORTHEAST 1938

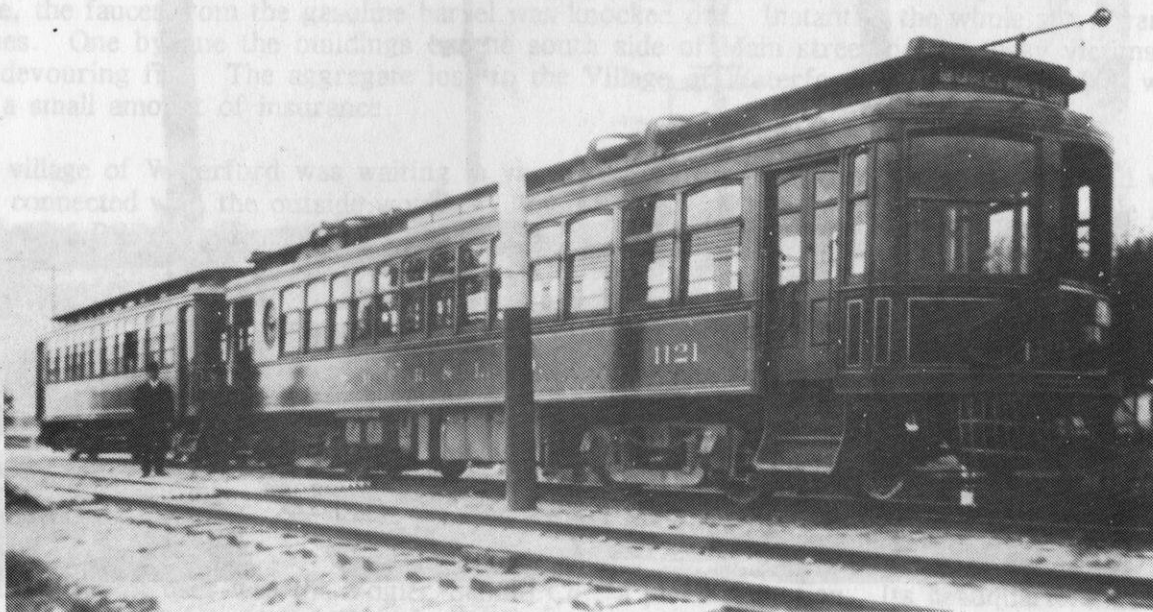


STEAM SHOVEL CUTTING THROUGH NORWAY HILL 1908

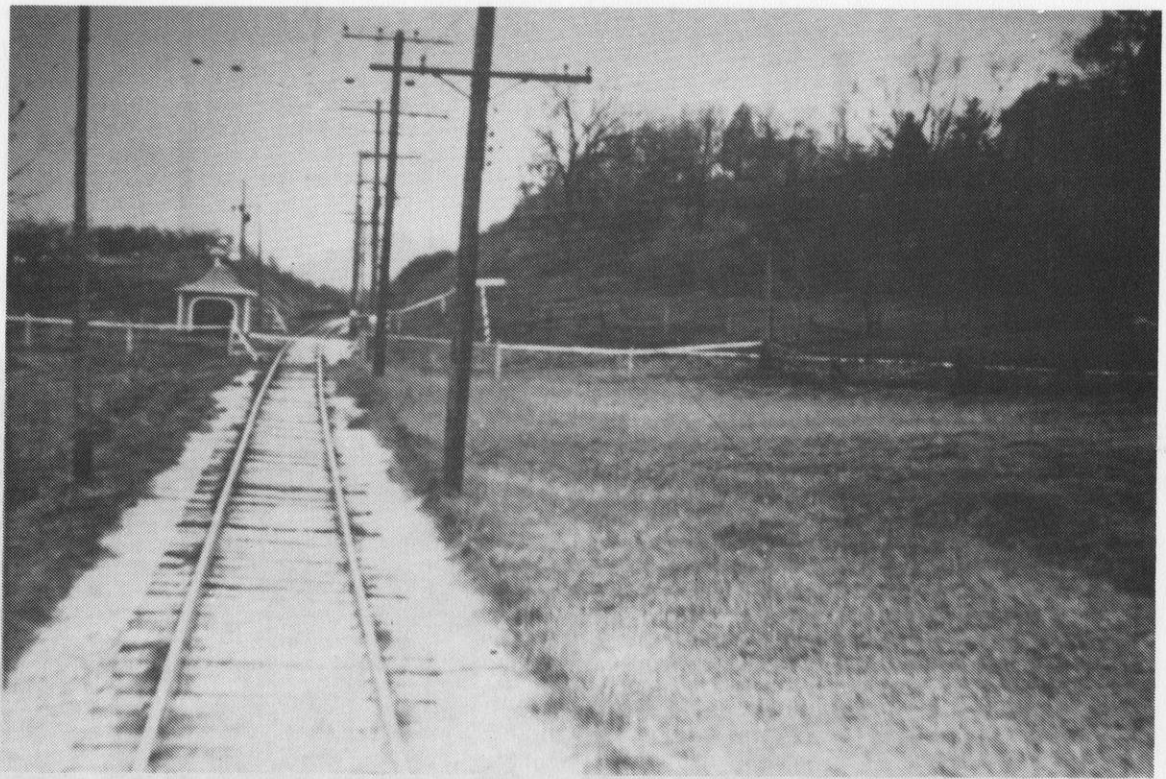
In 1873, the first big fire in town started in the blacksmith shop at the southwest end of the bridge. It destroyed several wooden buildings, the blacksmith shop and the brick store on the corner.

On July 2, 1894, the east side of Warfield was not by a long way the most valuable part of the town. It was worth over \$100,000. Five or six hundred dollars worth of gasoline and a desire on the part of a merchant to show his goods were a major cause ascribed as the cause of the most destructive fire ever visited upon the town. On Friday night, July 2nd, at about 8 o'clock, Louis Hall, Jr. suggested the use of a lantern with a lighted lamp to show some gasoline. An explosion followed and in an attempt to reach the blaze, the faucet from the gasoline barrel was knocked off. Instantly the whole place was in flames. One by one the buildings caught the south side of Main street. The devouring fire. The aggregate loss to the Village of Warfield was about \$100,000, but a small amount of insurance.

The village of Warfield was waiting for the railroad. It was now connected with the outside world.



CAR 1121 AND TRAILER 1139 AT EDGEWATER STATION 1911



NORWAY STATION LOOKING SOUTHWEST



NORWAY STATION LOOKING NORTHEAST

WATERFORD

In the early days of Waterford, the west side of the Fox River was considered the main part of town settled by English speaking people, while the east side was mostly German. The west side of the river was plotted in 1839 by Moses Vilas, a surveyor, who plotted the east side in 1845 when the corner of Main and First was a low, marshy mudhole. Waterford founders came from New York state, some of them after living briefly in Indiana.

In the fall of 1836, Levi Barnes and his son-in-law, Samuel Chapman, came west, staked their claims, returned east for their families and came back soon after. The New York founders named the place Waterford as their native city had been. The name was appropriate, too, because of the Indians' habit of fording the Fox there. In 1837, Chapman and Barnes bought the water power rights from a claimant and by 1840, Chapman had erected a dam, a sawmill, and a flour mill. In an 1844 census, the population of Waterford reached 150, making it smaller than nearby Rochester. In the 1840's, a wooden factory was added to the list of industries located on the river at the east end of Racine Street.

In 1866, Walker Whitley started the first meat market in town in the east room of the first floor in the Waterford House. J.W. Jordan came from Tennessee just after the Civil War. He ran a small grocery store near the west end of the bridge on the north side of Main Street. The store also housed Dr. Newell's drug store. Jordan purchased this department from Dr. Newell in the 1870's. In those days a druggist did not have to be registered.

In 1873, the first big fire in town started in the blacksmith shop at the southwest end of the bridge. It destroyed several wooden buildings, the blacksmith shop and the brick store on the corner.

On July 2, 1898, the east side of Waterford was nearly wiped out by fire. Five cents worth of gasoline and a desire on the part of a merchant to always accommodate a customer can be ascribed as the cause of the most destructive fire which ever visited Waterford. On Friday night, July 2nd, at about 8 o'clock, Louis Noll, Jr. went into the cellar of the store with a lighted lamp to draw some gasoline. An explosion followed and in the attempt to quench the blaze, the faucet from the gasoline barrel was knocked out. Instantly, the whole store was in flames. One by one the buildings on the south side of Main street became easy victims of the devouring fire. The aggregate loss to the Village of Waterford was fully \$100,000 with but a small amount of insurance.

The village of Waterford was waiting in vain for a railroad for over half a century and was now connected with the outside world on June 18, 1909. The weather was great and idle and at about 6 P.M., the first three car interurban came to Waterford. A parade was held to the Fox River Hotel, where the crowd was fed. Speeches were given and a shower of fireworks overcast the sky when the celebration was over at 9 P.M.

After the death of Mr. Thompson in 1900, his son moved the lumber company from the west side of Waterford to a new location near the interurban. In 1917, the company was sold to Wilbur Lumber Co. with headquarters in Milwaukee. The Waterford branch was one of eighteen branch yards in Wisconsin, Illinois and Indiana. The company also had enlarged the plant to accommodate more coal bins and lumber sheds. A Clydesdale horse was used to move wagons of lumber around, as well as deliver the coal.

Another freight user was the Vogler-Schillo Co., a pickling station. Its headquarters was in Chicago with the branch in Waterford erected in 1920. Many of the local children would play around the large vats of pickles and let the water out to make streams and dams as Otto

Zinke did. The spoiled pickles were then used as ammunition for east side vs. west side fights. Robert Kloes would come with a freight motor car to pick up large tank cars of pickles to be shipped to Chicago and many times muskrats would scramble for safety.

Early in 1915, Mr. Winters bought a lot on the north side of Main street adjoining T.M.E.R.&L. Co.'s property of Mrs. Otto Malchine. As soon as the spring opened in 1915, Mr. Winters and workmen engaged in the construction of his new business place and residence. The new place at the car line was to be used as a lunch room and confectionery stand. The building was completed and opened to the public early in October of 1915. Mr. Winters, in the fall of 1919, exchanged this place for the Casper House at Oconomowoc and on October 2 of that year, Mr. and Mrs. Winters and family moved to Oconomowoc. For fully a month after the Winters' family went to Oconomowoc, the place was closed. Waterford was one of the busiest points on the car line and with the Winters' place closed, patrons were forced to wait the arrival of cars in the open, rain or shine. Winter was coming on and the citizens of the village circulated a petition asking the T.M.E.R.&L. Co. for a waiting room. L.C. Bullmore, who for several years had been the local freight agent for the traction company, had rented the Winters' building, located near the local station. Mr. Bullmore was appointed ticket agent by the T.M.E.R.&L. Co. and handled all the company's business in the village. Mr. Bullmore took possession November 3, 1919, remaining one year. At the close of the year, he returned to his own home. Mrs. Casper of Oconomowoc, the owner, then came to Waterford and personally took charge of the place. After being there a short time, she decided to sell the property rather than rent. The place was advertised for sale. A. H. Thieman, who was a motorman for the T.M.E.R.&L. Co., was looking for a business location. He came, looked the place over and bought it early in 1921. The Thiemans sold ice cream (pineapple was a local favorite), soft drinks, candies, fruit, cigars, magazines and papers. They were the ticket agents for T.M.E.R.&L. Co. and the store served as a waiting room for the patrons of the car line. Meals were served at regular hours and lunch at all hours in the restaurant. This was a convenience greatly appreciated by the public--especially the traveling public.

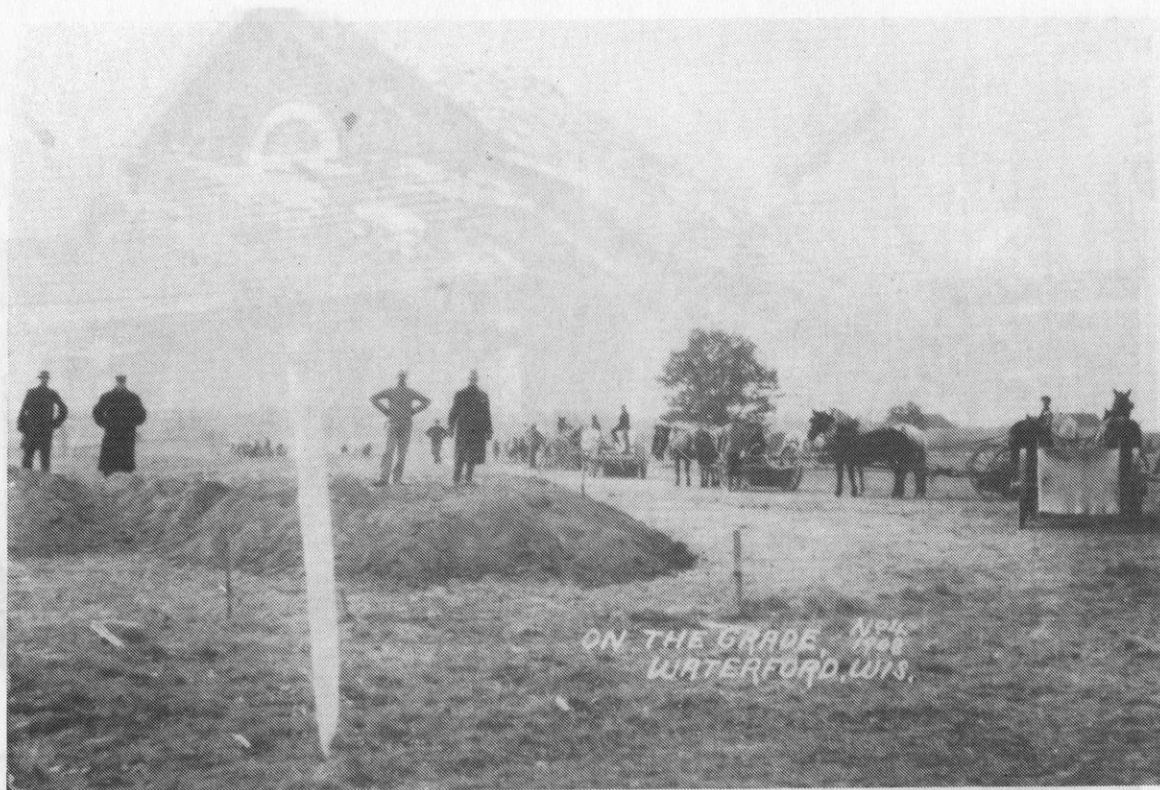
Otto Zinke, at the age of 14 with the help of several other boys, built a club house 9 x 16 ft. The structure was made out of old railroad ties. Otto's dad was the section foreman on the Burlington line and every Sunday Otto and his dad would travel the Burlington-East Troy line to inspect the line for loose joints or tie replacements. The old ties would be used for firewood at Otto Zinke's home.

In 1932, local farmers staged a milk strike. The climax of this strike came at Waterford. A gang of farmers descended upon the tank cars. They just did not dump the milk, but also damaged the stainless steel milk tank cars. Both were damaged costing the county \$6,000.

In November of 1937 when the TM petitioned the PSC of Wisconsin to abandon the line, the Waterford officials and business man fought hard to keep the service. The battle was lost and concerns about the industries at Waterford were given. The final order was given. Service would terminate at the end of business on May 1, 1938.

Several Waterford men met the last car at Burlington expecting there would be some observance, but none occurred. Four people rode the last trip to Waterford: Miss Esther Zinke, Anthony Stark, Steve Reimunder and E.C. Wolzien.

When the line was dismantled, Willard LaCombe and his crew took the overhead wire and feeder down with the use of the line car. They would cut the trolley wire every 1000 ft. and drop it on the ground to be rolled up later. This operation took several days.



GRADING CREW SOUTH OF WATERFORD 1908



CONSTRUCTION CREW AT WATERFORD 1908



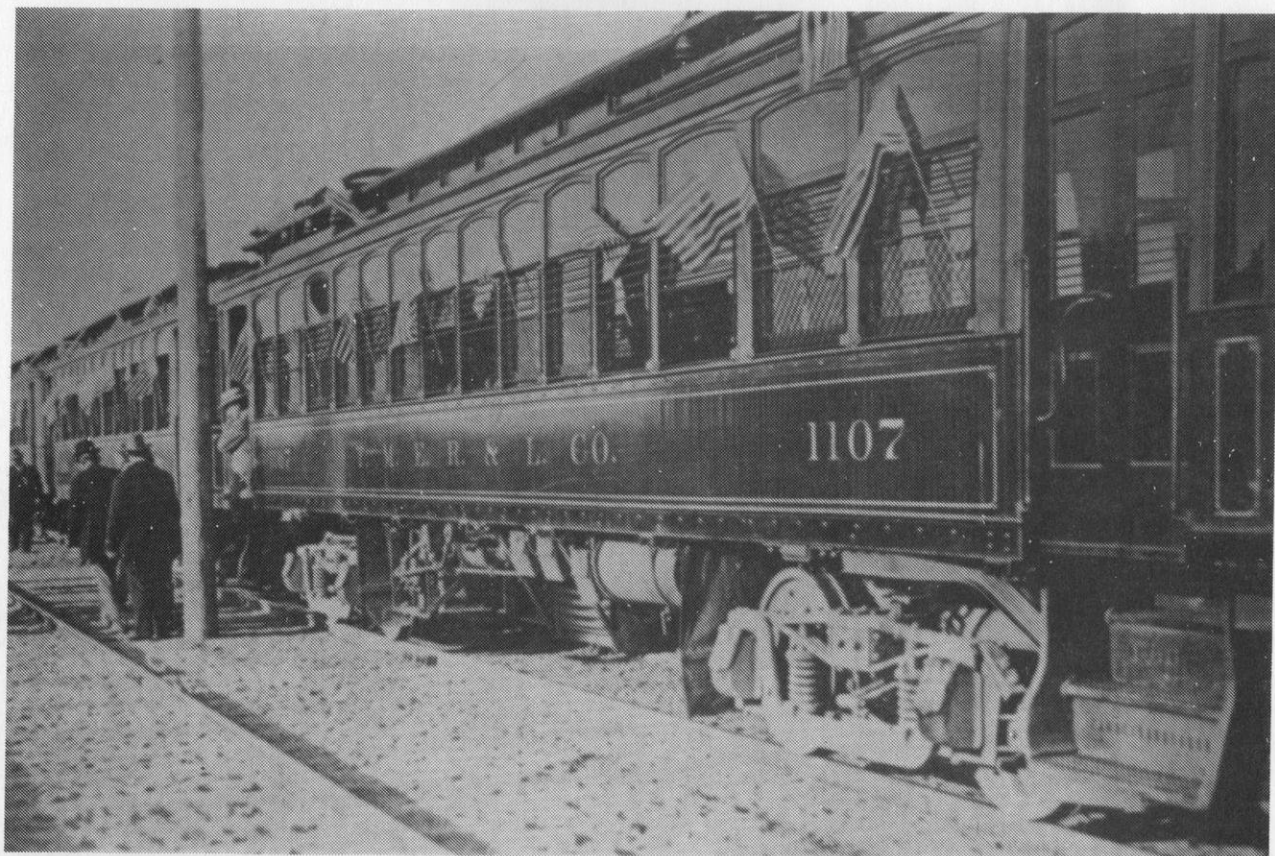
OTTO ZINKE'S HOMESTEAD (OTTO ON RIGHT) WATERFORD 1908



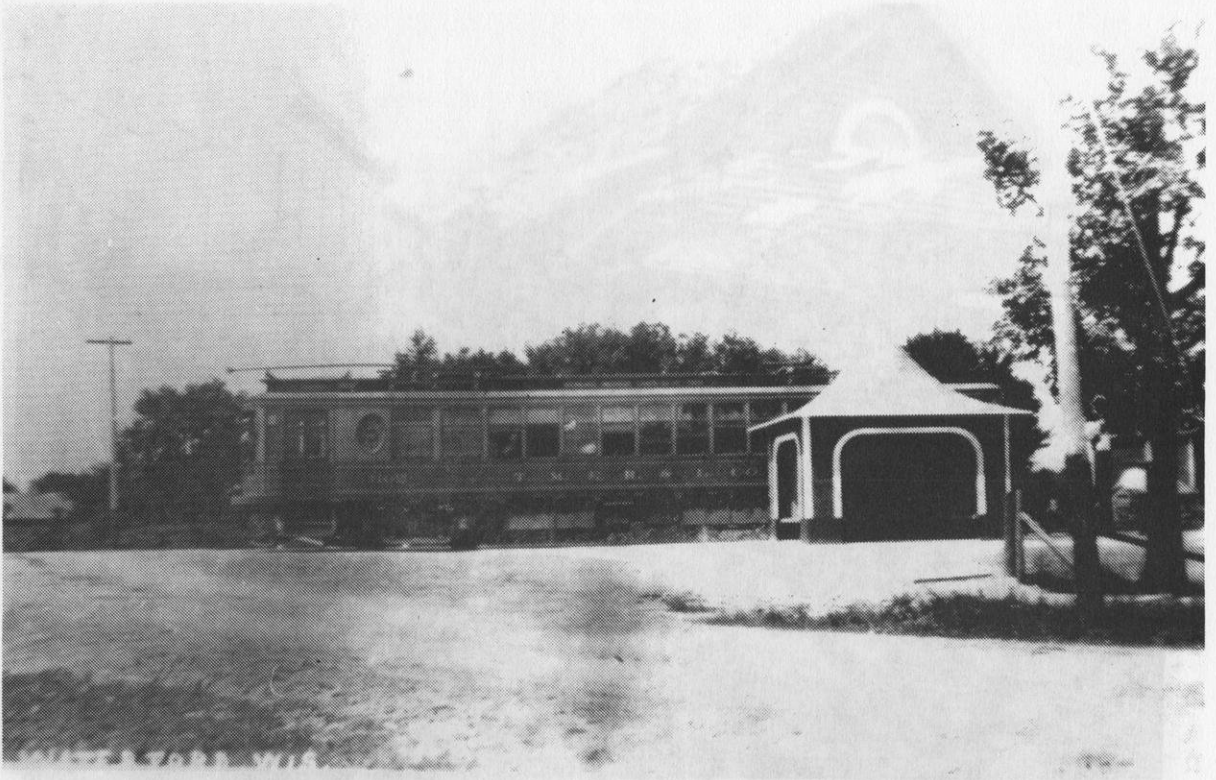
CONSTRUCTION CREW NORTH OF WATERFORD 1908



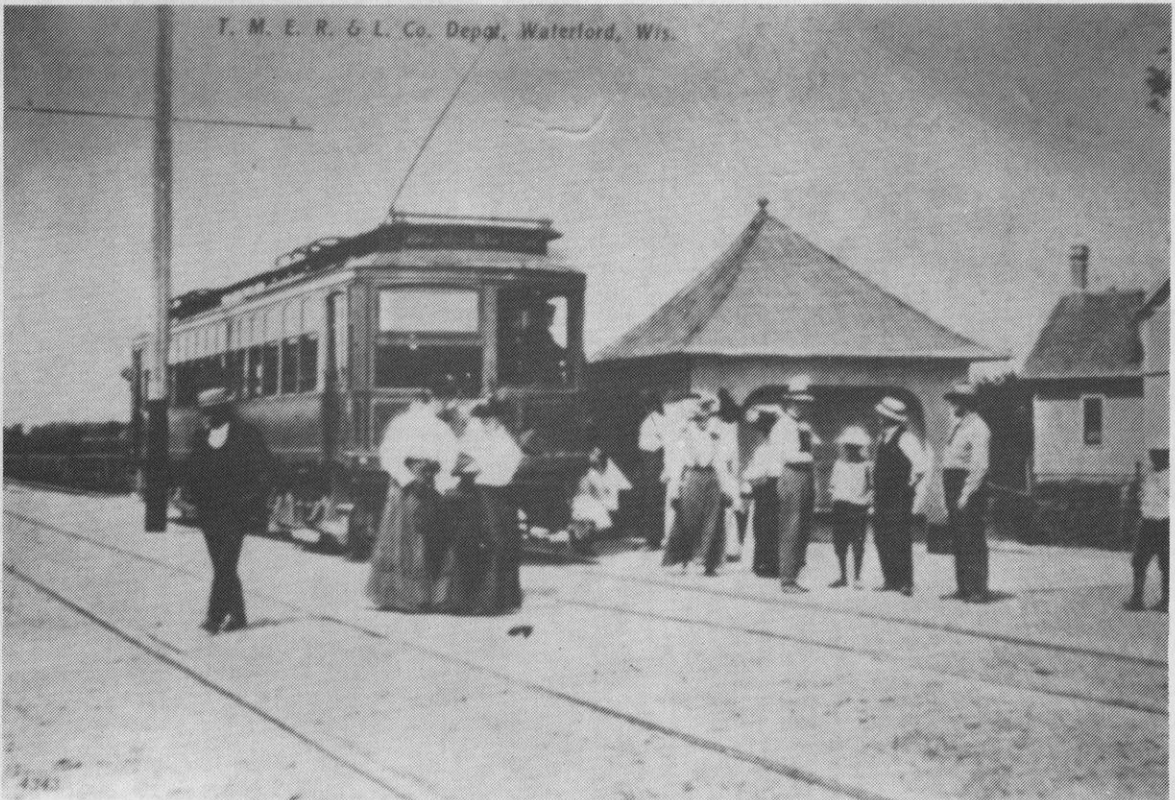
NORTH OPENING DAY PARADE AT WATERFORD JUNE 18, 1909 (TROY LINE)



FIRST THREE CAR TRAIN OPENING DAY WATERFORD 1928



WATERFORD STATION LOOKING WEST 1909



WATERFORD STATION 1913



NORTH SIDE WATERFORD SUB-STATION 1927 (NOTE: EAST TROY LINE)



HAND CAR SHED AND TOOL SHED SOUTH OF SUB-STATION WATERFORD 1928



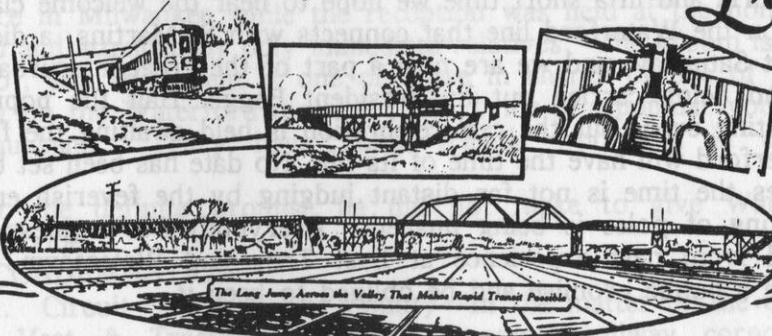
LOOKING SOUTHWEST FROM WATERFORD STATION



LOOKING NORTHEAST AT WATERFORD STATION

Another "RAPID TRANSIT" Line

With Connecting Motor Coach Service



Between **Milwaukee** and
Burlington—East Troy—Lake Geneva
Beloit—Janesville.

In Operation Monday, June 20th

AN IMPROVED transportation service. Faster running time. New equipment. High speed right-of-way. Frequent service. Low fares.

Neighboring cities, rural communities, rich agricultural districts, beautiful inland lakes and metropolitan Milwaukee are all brought closer together. City and country advantages are now available to all because of this new "Rapid Transit" and connecting Motor Coach service.

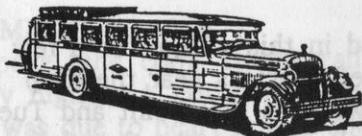
Speed

Twenty-three minutes will be clipped from the former running time between Milwaukee and Burlington and East Troy; a saving of approximately 30 minutes between Milwaukee and Janesville and Beloit. Lake Geneva is only 1 hour 40 minutes distant from Milwaukee. Intermediate points—Hales Corners, St. Martins, Big Bend, Muskego Center, Mukwonago, Waterford, Hocheater, Elkhorn, Delavan will all benefit correspondingly.

Frequent Service

Hourly service to St. Martins with trains alternating between Burlington and East Troy.
Five connecting trips each way between Milwaukee and Lake Geneva—"Rapid Transit" to Burlington, motor coach to Lake Geneva.
Three connecting trips daily in each direction between Milwaukee and Beloit via Burlington.
Between Milwaukee and Janesville—via East Troy, two trips daily except Sunday, one trip on Sunday; via Burlington, one trip daily.

An Outstanding Transportation Service for Southeastern Wisconsin.
5 Trips Daily each way between Milwaukee and Lake Geneva.
3 Trips Daily to and from Beloit and Janesville.



New Route Makes This Rapid Transit Service Possible

Trains leave and enter Milwaukee over "Rapid Transit" tracks spanning the Menomonee Valley to West Junction and a new "Rapid Transit" right-of-way between West Junction and 31st Avenue (formerly Fruitland). This route eliminates traffic congestion and delays in and near Milwaukee and speeds up the entire service.

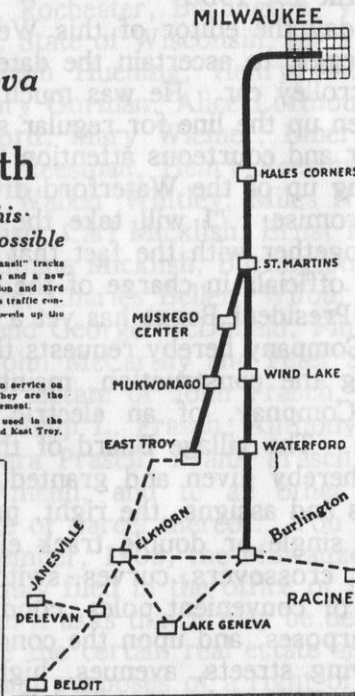
Equipment

The railway coaches are identical with those in service on the Milwaukee-Waterford Rapid Transit line. They are the last word in travel comfort, convenience and refinement.
New luxurious parlor motor coaches will be used in the connecting motor coach services from Burlington and East Troy.

RUNNING TIME

Between Milwaukee and

Hales Corners	29 min.
St. Martins	34 min.
Waterford	53 min.
Mukwonago	56 min.
Burlington	65 min.
East Troy	65 min.
Lake Geneva	1 hr. 40 min.
Janesville	2 hr. 45 min.
Beloit	2 hr. 55 min.



Time Tables

COMPLETE TIME TABLES containing all and how schedules of the entire transportation system and convenient CONDENSED TIME TABLES of individual routes ready for distribution at all terminals, stations and ticket offices—copies also available on trains and buses. ASK FOR YOUR COPY.

The Milwaukee Electric Railway & Light Co.
Wisconsin Motor Bus Lines

PUBLIC SERVICE BUILDING - THIRD AND MICHIGAN - MILWAUKEE

Rapid Transit Ticket Office also maintained at 35th and Clybourn Sts.

AD FROM STANDARD DEMOCRAT 1927

The following information is from the *Waterford Post* Newspaper. The paper came out every Thursday.

November 12, 1908

After waiting in vain for a railroad for over half a century steel rails now connect Waterford with the outside world and in a short time we hope to hear the welcome clang of the trolley car. The last rail on the Waterford line that connects with St. Martins, a distance of thirteen miles, was laid last Saturday, and we are now a part of the great interurban electric railway system planned and being carried out by President Beggs. Half the populace was out to witness the interesting event but the real celebration is held awaiting the formal opening of the line when Waterford will have the time of its life. No date has been set by Mr. Beggs but everything indicates the time is not far distant judging by the feverish energy with which ballasting and setting of poles is being pushed. Everybody has a guess coming but Mr. Beggs has learned from past experience at East Troy and Watertown that is not very unpleasant to make a public promise and be obliged to keep it.

NOVEMBER 19, 1908

Last Monday the editor of this Weekly Howler paid a visit to his railway magnate friend, John I. Beggs, to ascertain the date when Waterford could properly celebrate the arrival of the first trolley car. He was much disappointed when told by Mr. Beggs that his plan was not to open up the line for regular service before next spring. Yet in all friendliness he gave patient ear and courteous attention to the many arguments and some entreaties presented for the opening up of the Waterford division in the near future and furnished much hope in the parting promise: "I will take the matter up for future consideration." The present fine weather together with the fact that ballasting and setting of poles is going steadily forward and those officials in charge of the work straining every effort makes us fondly cling to the hope that President Beggs has yet a surprise in store for us. The Milwaukee Light, Heat and Traction Company hereby requests that you grant to it the following franchise. An ordinance authorizing the construction, maintenance and operation by the Milwaukee Light, Heat & Traction Company, of an electric railway in the Village of Waterford, Racine County, Wisconsin. The village Board of the Village of Waterford does ordain as follows: Sec. 1. There is hereby given and granted to the Milwaukee Light, Heat & Traction Company, its successors and assigns, the right, permission and authority to build, construct, maintain and operate a single or double track electric railway, with all necessary or convenient tracks, sidetracks, crossovers, curves, switches and connections and to erect, install and maintain all necessary or convenient poles, conduits, and overhead or underground wires in the manner, for the purposes, and upon the conditions hereinafter set forth, over along, across and upon the following streets, avenues, highways, lanes, alleys and public places in the Village of Waterford, Wisconsin, to wit: From a point on the northern limits of the Village in the northwest quarter of section thirty-six across all intersecting streets, avenues, highways, lanes, alley and public places in said Village, to a point on its southern limits between section thirty-five and thirty-six, upon the route surveyed and laid out by said Traction Company.

November 19, 1908

The temporary boarding house of the railroad graders located in this village for a few days was closed last week and the men went to the permanent winter quarters near the Kipp farm south of town. Considerable progress has been made in the work at that point and Tuesday they reached the old Brown's Lake road south of Cunningham's corner. As they follow the old grade the work is light and rapid progress is made, from now on the graders can be seen from the Burlington road. The fence builders are following the graders and it looks like a railroad down that way. A fire carelessly started by the dago workmen on the electric line did some damage in Louis Thompson's marsh and proved a very stubborn blaze to fight. The foreman took out all the workmen off the line in that locality and fought the fire. This is one of the delays in railroad building that cannot be helped.

NOVEMBER 26, 1908

The rain has put a stop to the grading work on the electric line just south of the village.

DECEMBER 3, 1908

Mr. and Mrs. A.B. Krakofsky attended the wedding reception at Big Bend on Thanksgiving day of the latter's brother, Mr. Geo. Foley, who was married to Miss Ida Scheske. The ceremony took place in Milwaukee while the reception was held at the home of the bride's parents at Big Bend and attended by only immediate relatives. The groom is an old employee of T.M.E.R.&L. Co., and at present is one of those in charge of one of the gravel trains doing the ballasting on the Waterford division. The bride is a popular young lady and well worthy of her husband. They have many friends who join in extending hearty congratulations.

John I. Beggs for the definite promise he did not make to give Waterford people a Thanksgiving trolley ride.

LEGAL NOTICE: CONDEMNATION

State of Wisconsin. Circuit Court, Racine County--In the matter of the application of the Milwaukee Light, Heat & Traction Company, a street railway corporation, for the condemnation of certain lands in the towns of Waterford, Rochester, Burlington, Village of Waterford and City of Burlington, in the County of Racine, State of Wisconsin, for a railroad right-of-way station grounds and gravel pits. To Joseph Huening, Henry Nabor, Ela Company, a Wisconsin corporation, Nicholas L. Beck, Mary Gorman, Alice Lofthouse, J.D. Rowe, F.B. Rose, Albert Ludman, State Bank of Waterford, Mary Wiemer, Emerson Ela, Estate of Henry Reesman, Anna Maria Reesman, Charles Reesman, Henry Reesman, Anna Kleinvehn, Barney Reesman, J.F. Wegge, Anton Helfrich, Walker Whitley, Miles H. Ayers, O. C. Schultz, Otto Micklish, Ida Schmidt, Mathilda Micklish, Carl Micklish, Ernst Micklish, Theodor Micklish, Clara Micklish, Theresia Micklish, Wilhelmina Micklish, Burlington Electric Light & Power Co., a Wisconsin corporation, Frank Ayers, Charles Beller, Wilbur Lumber Co., a Wisconsin corporation, Mrs. John Schroeder Sr., and George McDonald, Finke-Uhen Brewing Co., a Wisconsin corporation, Frank Huebner, John McCarthy and Peter Strassen, Fred Itzen, John Uhen, Theresia Schmidt, Peter Schmidt, Estate of John Prasch, Bank of Burlington, Adam Prasch, John Prasch, Barbara F. Fink, Philip L. Prasch, Anthony Prasch, Mary R. Prasch, William Prasch, Nicholas Schenk, Barbara Prasch, Frank Prasch, Joseph Prasch, Charles J. Prasch, Alexander Cook, Andrew Amend, and to all other persons interested in the following described property, or any piece or parcel thereof. You and each of you, will please take notice, that on the 1st day of December, 1908, the Milwaukee Light, Heat & Traction Company, a street railroad corporation, duly filed in the office of the Clerk of the above named Court, its duly verified petition wherein it asks that it may be determined that it is entitled to condemn and permanently appropriate the certain real estate and rights of property in said petition, fully described for the uses and purposes of a right of way for the main line of its railway and certain other parcels of real estate for station grounds and for gravel pits, for the proper construction, operation and security of its railroad, which said real estate and rights of property are a part of the following sub-divisions of the government survey towit.

DECEMBER 24, 1908

E. Moore, the cook at the railway grading camp south of Rochester, died suddenly last Sunday night. A coroner's jury empanelled by Justice James Best rendered a verdict that death was due to heart failure and alcoholism. The remains were shipped to Milwaukee where the deceased had a wife and one child. He was a man about 40 years of age, well liked by his companions and while a victim of the drink habit was a periodical and the brief spree Sunday together with an old heart trouble was the cause of his sudden death.

JANUARY 14, 1909

Orders were received Monday to shut down grading operations on the electric line and the camp located midway between Waterford and Burlington has gone into winter quarters. The late fall and open winter up to within a week or two was very favorable for railroad construction and most of the grading between Waterford and Burlington is finished. Work will be resumed as soon as spring opens. By that time condemnation proceedings will be over and nothing to hinder active prosecution of the same. The poles have been set and wires strung to within four miles north of Waterford while gravel for ballasting continues daily to be hauled from Big Bend gravel pit by the train load.

FEBRUARY 4, 1909

In the Circuit court at Racine last Saturday Dan Warren and Geo. Meadows, of Burlington, and Wm. E. Lewis, of Racine, were appointed commissioners to appraise the property in the condemnation proceeds of T.M.L.H. & T. Co. to obtain right-of-way for their electric railway line between Waterford and Burlington.

That the news of John I. Beggs refusing to again accept the presidency of the St. Louis railway system is gratifying. He will confine his attention to his Milwaukee interests and naturally we just expect him to push this division and at once order the lettering for the first big interurban car--Waterford.

FEBRUARY 25, 1909

Quite a number from this way went to Milwaukee last Saturday evening to participate in a surprise party gotten up to celebrate the fiftieth birthday anniversary of Mr. Ed. Voss at his home at 690 Thirty-third avenue. Mr. Voss is foreman of the bridge gang on the electric railroad and has the construction of all the bridges and culverts on the Waterford line under his supervision. He is one of the oldest employees of the company, is popular and much respected, and the above pleasant gathering was a reflection of those sentiments. One of the features of the affair was the music furnished by the famous Graders' Band lately organized and under the leadership of Fred Felshow. The other members are Ed. Patzke, Wm. Miller and Ernest Felshow and as a musical organization has Bach or Clauder beaten by more than a mile.

MARCH 4, 1909

The Burlington Standard-Democrat is authority for a statement said to have been made by one of the officials that the new electric line when opened would be from St. Martins to Burlington. If this proves true John I. Beggs can ding-ding as he passes through Waterford on the opening car for he will miss the biggest blow-out ever planned for such an event. However, as it is not customary for his officials to make definite announcements until the old man has spoken we shall continue to hope on in the belief Waterford will have the trolley cars a month or two before they reach Burlington. A good time to open up the "Waterford Division" would be on Memorial day, or 4th of July at the latest. At the rate Roadmaster Goetz is pushing things now that could easily be accomplished.

MARCH 18, 1909

Geo. Kuemmerlein, superintendent of transportation, and A. Killie, superintendent of interurban, were being piloted by Roadmaster Goetz yesterday. Just the tiles of their positions with the T.M.E.R. & L. Co. suggested the idea when they called that they came on purpose to tell us the Waterford Division would be opened on or before July 4th but it was nicht gesagt. Walter A. Borgnis, who is pleasantly remembered as one of the surveyors who laid out the electric line through here, is now located at Fairmont, California.

Local interest is mostly centered on the construction work on the new electric line. Just north of the village on a side track are the boarding cars of the cement crew, something over

thirty in number, and in charge of foreman Ed. Voss, the veteran bridge builder. About a mile south of the village on the tract of land purchased of Nic Beck is a squad of buildings populated by Italian, Greek and American laborers, about a hundred in all. The former board themselves but Paul Felshaw, who is boss of the grading crew, will conduct the boarding shanty for the latter. Every day loads and loads of supplies and equipment are being hauled by Fred Felshaw's grading teams, whose camp is midway between here and Burlington. There is "something doing" on the electric line and there is every reason to expect the formal opening to be not later than July 4.

Messrs. Cleaver and Dean, the right-of-way men on the electric railway line, were in town last Tuesday on business.

John Derthick has been transferred from Watertown to this place and will help construct a telephone line from here to St. Martins for T.M.E.R.&L. Co.

APRIL 1, 1909

A walk to the different railway camps was a pleasant Sunday afternoon diversion for many of our citizens. It is not only surprising to note the amount of construction work that has been accomplished in a week's time but it is interesting to see the good order and cleanliness that is maintained at the camps. Most of the workmen are foreigners and unable to speak English yet are as lighthearted and playful as a lot of school boys. The party, of which the editor was a member, sampled the cuisine at Ed. Voss' camp, the bridge builders' headquarters, and it was so good we decided to remain but changed our minds when informed all hands must go to work the next morning. The men are furnished better board and more cleanly served than at many homes.

That President John I. Beggs is reported to have made the statement the new electric line from St. Martins to Burlington would be in operation by the latter part of June. Since our inscrutable friend does not say whether it will be in 1909 or 1910 we will repress our excitement and get ready to be so pleasantly surprised. Yet, seriously, building operations on the Waterford Division appear to be under rush orders and it will be very easy for Mr. Beggs to open up the line as far as this place a month or two before getting into Burlington.

APRIL 8, 1909

Another camp of laborers was established north of the village a few days ago, occupying quarters in the tenant house of Theo. Naber. They are Austrians and number about fifty. The POST is informed that nearly 500 men are now employed on the electric line between St. Martins and Waterford and the manner in which Roadmaster Fred Goetz is pushing things confirms the opinion that our friend, John I. Beggs, can open up the line to Waterford very soon and thus save all the wagers of the editor and the rest of the optimists who have been betting on the wrong side ever since the first shovel full of earth was turned.

Monday was pay day on the electric line and notwithstanding a couple of hundred of men in this vicinity, and mostly foreigners, were circulating that evening in a village containing seven saloons it can be said to their credit they were quiet and orderly. Two or three of the "white men" were "canned" by the foreman for celebrating a little hilariously. The company is very strict in this respect.

APRIL 15, 1909

Great impetus was given to the construction work on the electric line by opening up of the different parcels of land for right-of-way purposes which were tied up in the condemnation proceedings. The commissioners have given their award of damages and according to report the following was their decision on some of the parcels between here and Burlington: Henry

J. Naber, \$120; Ela Co., \$764; Mrs. Codman (nee Lofthouse) \$854; Mrs. Fred Wiemer, \$2,150; Reesman estate, \$2,148 and a cattle pass; J.F. Wegge, \$1,200 and a cattle pass. Jos. Huening settled his claim, receiving \$425.

That Waterford preserves very friendly relations with her foreign neighbors, The Greek, the Austrian and the Dago who are camping near by and doing the real work of building the electric railway line are more honest and peaceable than the "white" man.

F.G. Simmons, superintendent of construction and maintenance of way of the Beggs' railway lines, was a Waterford visitor last Friday, accompanied by P.H. Pinkley and Fred Goetz, two other prominent officials. He admitted that the line to Waterford would be fully completed in about forty days and ready to be opened up for travel but smilingly said the herculean task was still up to the POST to persuade Mr. Beggs to start the cars. Supt. Simmons was well pleased with the progress that had been made and said a large new steam shovel would be put in operation in the big gravel pit purchased of Nic Beck and from now on things would go with a rush.

APRIL 22, 1909

Tuesday was pay day for the men employed in building the electric railway line and it was very peaceable and orderly considering the rainy condition of the weather the next day and the number of saloons in the village. The business men would like a railroad built every year as they are doing a largely increased business supplying the several hundred men in this locality.

Considerable speculation was aroused and many wild rumors started afloat on Monday afternoon by the Ela Co. serving legal notice on the electric railway company to vacate the right-of-way through their property just south of the village. It is a wooded tract and the trees had been felled and the roadbed nearly ready for the ties and steel, over which a large new steam shovel was to have been transported to be put in operation in the Beck gravel pit just south of this property. Grading operations were immediately stopped and the right of way fenced in. The legal proceeding is what is termed an order from the Circuit court setting aside the award of the commissioners in the condemnation proceedings and ordering the railway company to cease operations on said lands. In other words, it places the property back in the hands of the original owners and rules that the acts of the commissioners as it relates to this parcel of land are null and void. It is reported a rehearing will be held at Racine next Saturday. Whether anything will be done at that time or new condemnation proceedings started is a matter of speculation. In the meantime, all the help is being retained and placed at work on other sections of the railway line.

APRIL 29, 1909

The first real wreck on the Waterford division of the electric line occurred at Wind Lake near Ernest Petzold's place Monday night. An engine crashed into an electrician car standing on the siding. The car was one used in stringing the wires and doing overhead service. It was wrecked badly yet fortunately no one was hurt.

That a certain amount of "entertainment of farmers" by railway right-of-way men has been customary and seemingly quite agreeable but Judge Belden draws the line when it comes to the same thing for commissioners while in the discharge of their duty in awarding damages. Hence, the late excitement, the present discussion and promised sharp legal fight which is likely to follow.

That we hesitate to contradict or question the veracity of any editor, and especially some of our near neighbors, yet the story put in circulation that Supt. Simmons said the electric cars would be running into Waterford May 30 and into Burlington on July 1st is one we hope

may be true. Whenever there is so important an announcement to make John I. Beggs usually makes it first himself. He is the real "macher" and Fred Simmons is too discreet and good an official to do any talking before the "old man" of the street railway has spoken. What Mr. Simmons really said was that construction work would be finished by that time. Naturally the line will soon after be opened for travel but it is still up to John I. to say when.

That one of our farmer friends gave us this gentle hunch which we must admit sounds more like truth than poetry: "You business men who are reaping a harvest now out of the building of the new railway line had better gather all of it you can for there will be no second crop." He meant there was no likely prospect for another railroad and also when the electric line is finished Waterford may lose lots of trade that will naturally drift city-ward or to Burlington because people like an excuse for riding on the cars. In relation to this latter idea an old railroad man told the writer that this would likely be the case for two or three years until the novelty wore off and then all the country villages would naturally share in the general prosperity which is sure to come by reason of this easy means of traveling. Already city people, mostly traveling salesmen, are making inquiries for village lots and homes and say that it is cheaper and better for their families and just as handy for them to live in suburban towns than in the city and of all the places they know Waterford looks good to them.

MAY 6, 1909

That the Big Bend farmer who lost a team of horses and narrowly escaped with his own life in trying to beat an electric car to a railway crossing was no subscriber to the POST else he would have known the lesson that you must stop, look and listen whenever you approach a railway track.

That the time is drawing very nigh when President John I. Beggs must say "when" the Waterford division will be open for travel. He has guarded his secret faithfully and well yet all will be forgiven and forgotten when the cars labeled "Waterford" begin making their regular trips. He keeps his secrets better than many lovers do the date of their wedding.

MAY 13, 1909

A score or more of new flat cars of the regulation size which arrived here this week suggests the idea that John I. Beggs intends to haul some freight after building a few more spokes to his wheel system of electric railway service for Milwaukee.

The commissioners in the condemnation proceedings for right-of-way through the property of N.H. Ayers near Burlington for the electric railway line made their report on Monday. They allowed Mr. Ayers \$3,100. The land taken is about six and three-quarter acres. The commissioners were Jas. English, Jas., Bennett and J.H. Derthick.

That with work being rushed on the electric line day and night and Sundays too it makes us think John I. Beggs is really planning some surprise. Rumor has it Saturday, May 15th, will be the opening day but the writer is skeptical and still waiting to hear Mr. Beggs say "when" the formal opening will take place and a schedule put in operation. It will be up to him to say the word within a very few days for construction is about complete.

A telephone message from Dr. George L. Alexander yesterday conveys the intelligence that all former Rochester and Waterford residents now living in Milwaukee are getting ready to board the first trolley car headed this way on the Waterford division. With that purpose in view, every son or daughter who has ever lived in these two towns but now city residents are asked to forward their name and street number to Attorney A.A. Cooper, corner Grove and National avenue, so that arrangements can be made for the round-up: It will be truly a

home-coming. There ought to be at least two carloads of passengers. The date however, is still open and up to our friend, John I. Beggs, to say "when." This should occur when Waterford has her blow-out.

MAY 27, 1909

A party of electric railway officials consisting of Supt. F.G. Simmons, chief clerk Ed. Meissner, chief engineer H. Kamschulte, roadmaster Fred Goetz and H.Z. Cleaver, the right-of-way man, were here on Monday and went as far as Burlington. They pronounced themselves satisfied with the progress now being made. Some idea of how the work is being pushed may be gleaned from the fact over eight hundred men are now employed between St. Martins and Burlington. In the Rochester gravel pit a steam shovel is at work and there are four steam engines used in hauling dirt and gravel. The visit of the above officials is a good reason for thinking President Beggs is about ready to say "when" the line will be formally opened.

JUNE 3, 1909

While the *POST* is seemingly as far off as ever as to the exact date of opening the electric line to Waterford the time is so near at hand that a schedule of rates has been adopted. The fare from Milwaukee to Waterford will be 55 cts. one way, or \$1.00 for the round trip. To Burlington 70 cts. or \$1.25. To Rochester 60 cts. or \$1.10. From Waterford to Rochester, our nearest point, the fare will be a nickel and from here to Burlington 15 cts. or 25 cts. From Milwaukee to Norway hill 45 and 80 cts. round trip. The schedule is figured on a basis of two cents per mile with the Public Service building in Milwaukee as the starting point. Waterford gets the same rate as Mukwonago and 25 cts. less than East Troy.

"I cannot tell you for a few days yet, but will do so soon; the trouble is on account of the power" is the reply President John I. Beggs made in answer to the query as to when he would open the electric line to Waterford. He was here Tuesday in company with a party of railway officials composed of Messrs. F.G. Simmons, Fred Goetz and G. Knemmerline and took dinner at the Fox River hotel and then proceeded to Burlington inspecting the line on the way. The reply was somewhat of a disappointment to the writer for Mr. Beggs had previously assured him he would make a definite statement on that day. As indicated above he could not do so. The people of Waterford are anxious to have the line opened here a short time before being operated to Burlington so that the event may be properly celebrated. Waiting for over fifty years for a railroad makes us feel like celebrating in proper style. Mr. Beggs had planned to open the line to Burlington by July first but has met with many unforeseen obstacles and disappointments. While he has made no promise we feel he will grant Waterford this request if possible.

JUNE 10, 1909

The first through car on the new electric line arrived from Milwaukee yesterday morning to transport a crew of workmen. As stated by President Beggs when here recently their trouble is the power and until a sufficient supply and a direct current can be obtained from the proper source the line will not be open for public service. In other respects the road is practically completed to Waterford and pronounced by competent judges the finest constructed in the country. It is not to be wondered at our people are anxiously waiting for Mr. Beggs to say "when" for the road looks good and the going ought to be fine.

That it takes three gangs of workmen to build a railroad--one coming, one at work and one going. Right after pay day this seems to be particularly true and the "white man" is the one who goes through the "canning" process the most. Two weeks' work, one big spree and then a hike for another job.

JUNE 17, 1909

Last Friday morning the long looked for announcement of the opening of the Waterford Division of the new electric railway line was received by telephone from President John I. Beggs. He stated the first car would leave Milwaukee on Friday afternoon, June 18, at 4:15 and reach Waterford about six o'clock in the evening. The news was received with much enthusiasm for, while Mr. Beggs had been frequently importuned to grant service to Waterford before opening up the line to Burlington, he had never promised. Naturally, his decision was a very glad surprise to many citizens of Waterford. Confirming his statement over the phone he addressed the following communication which we take the liberty of printing as it gives all the desired particulars of the opening:

MILWAUKEE, WIS., JUNE 11, 1909

Dear Mr. Malone: Confirming the substance of what I communicated to you over the long distance telephone today would say that in deference to the wishes of yourself and the citizens of Waterford and vicinity generally, I am making a special effort to open our new line to Waterford some ten or twelve days before it will be completed through and ready to be opened to Rochester and Burlington. The first passenger train to be run over the line will leave Milwaukee Friday afternoon next (18th inst.) at 4:15, due to reach Waterford about six o'clock that evening. There will be on the train most of the heads of our several departments and their assistants and probably some of our attorneys, also some invited guests, including as far as we are able to get them, the officers of the several towns through which the new line runs and possibly some representatives of the several Milwaukee newspapers. There may possibly be from 100 to 125 on our train. If you and your city officials find it convenient and would like to come to Milwaukee to accompany the party, it would afford me great pleasure to have you and I trust you can arrange to do so.

Regular service to Waterford will be commenced on Saturday morning, June 19th.

It is my present expectation to be able to make the first run through to Rochester and Burlington on the afternoon of Wednesday, June 30th, and to commence regular service through to Burlington on Thursday morning, July 1st.

As stated to you several times in the past I would much prefer not to open the line until it could be opened through to Burlington, but appreciating the earnest desire of yourself and others to have service commenced, at least as far as Waterford, at the earliest possible date, I am setting aside my own wishes in the matter in order to meet the earnest desire of yourself and friends. Yours very truly, JOHN I. BEGGS

Immediately on receipt of above a public meeting was called and committees appointed to arrange for the celebration and a program mapped out which will be carried out as follows: On arrival of President Beggs and party in his own special followed by another of two car loads of homecomers a procession will be formed. This will be headed by T.M.E.R.&L. Co.'s brass band of forty pieces. Following will be the visitors and citizens. The grader's parade, which will be in readiness, will then fall in. On arrival of the visitors at Fox River Hotel Mr. Beggs will review the latter parade. This will later be followed by the Burlington automobile club comprising nearly every automobile owned in that city and all handsomely decorated. The grader's parade will be quite novel and unique as it will comprise all the features of railroad building. First will come scores of teams handsomely rigged out drawing wheeled scrapers, then floats, accompanied by Dago bands, and all representing scenes of camp line. This will be under the immediate charge of those two veteran foremen, Fred Felshow and Ed. Voss, and contain many surprises.

Supper will be served to the invited guests at Fox River Hotel. The band will be served at Cocrofts's restaurant. Citizens will vie with each other in entertaining the homecomers at their homes. A fine lunch for the general public will also be served at the dining room in

connection with Noll's hall so that no one may leave the old town without "a bite to eat and a sup to drink." Following an open air concert by the band a public mass meeting will be held in Amusement hall which will be addressed by Mr. Beggs and other prominent speakers. Some of Milwaukee's leading business and professional men will be drawn on to supply "a feast of soul and flow of wit."

The festivities will conclude with a display of fireworks and a grand free dance at Noll's hall at which the famous Felshow Graders' band will furnish music. The new arc lights will be in position, the bridge illuminated with colored lights, and with flags, bunting and other decorations, Waterford will be in gala attire and look her very prettiest. This will be our "blow out"--the weather man alone permitting.

HOPE OF A LIFE TIME Only the oldest residents can remember when the Fox River Valley railroad was under actual construction in the early fifties when the panic of 1857 swept it, together with other enterprises, into utter ruin. The company was headed by the late Judge Philo Belden and the directors and stockholders made up of local capitalists and farmers including such men as M.L. Ayers, Pliny M. Perkins, F.B. Norton and Arch Cooper, all of whom have long since answered the final summons and we hope are receiving a just reward in the next world for being public spirited and progressive citizens. Towns had bonded themselves and were forced to pay them. Grading was nearly completed from the state line to Waterford and a long stretch done in the town of Norway and ready for the steel which was never laid. It was too disheartening for further attempt. Later the Southeastern Division of the C.M. & St. P. R. R. was built through Burlington and in a measure supplied this section but left such thriving places as Rochester and Waterford in the cold. The former village was particularly flourishing. With fanning mill and carriage factories and plow works in full blast it seemed destined to become the leading city of southern Wisconsin but all died out from lack of transportation facilities. The late J.I. Case made his first threshing machines there but was forced to move to Racine and the mammoth J.I. Case T.M. Co. still stands as a monument to his inventive genius and business ability.

BEGGS TO THE RESCUE Four years ago John I. Beggs in furtherance of his plan to make Milwaukee the hub and have radiating lines like spokes in a wheel to tap the rich country surrounding the metropolis, first sent his surveyors through from Milwaukee to Lake Geneva. The rest is recent history but the result so far as he has gone is an electric line so well and perfectly built that it has no superior anywhere. To us, the best of it all is, Waterford is to be placed on a railway map. **MILWAUKEE--WATERFORD--BURLINGTON** and be running into Waterford nearly two weeks at least before the line is opened to Burlington. This ought to be quite enough glory for waiting lo, these many years.

That the once hated "yellow devils" will look to us on Friday evening as a golden streak of promise and future prosperity for this garden spot. It means a future development of this section of country beyond a question when President Beggs, sooner or later, will carry freight as well as passengers.

JUNE 24, 1909

The greatest day that Waterford has ever known or may expect to experience in years to come was the celebration of placing Waterford on the railway map. As one of the kids expressed it: "Waterford just spread herself." The weather was ideal and every condition perfect. The old town was cleaned and dressed up for the event and at last that old superstition of Friday being an unlucky day is shattered.

The reception committee composed of the village board and a few leading citizens and enlarged by officials from adjoining towns went to St. Martins to meet the two specials. The first three cars contained President Beggs and railway officials and guests and the last two,

or following section, filled with homecomers. This committee met the visitors with three rousing cheers and that it may be recorded they had the honor of riding on the first car into Waterford are as follows: Daniel Foat, Capt. J.T. Rice, W. Shenkenberg, Fred Cooper, I.C. Foat, Herman Trost, Geo. Kortendick, Ed. Malone, Henry Plucker, Dr. H.B. Newell, Christian Berger, Henry Glueck, George Healy and A. H. Peacock, of Waterford; George Ela, Rochester; John Anderson, Albert Anderson, B.J. Bendickson, J. Overson, J. English, Elmer Jacobson, Theo Bauer, H. Britton, and Rev. Bakke, of Norway; J.L. Walker, Raymond.

The glad hand was extended right and left but the real noisy reception, filled with the pent-up wishes of a life-time and the enthusiasm of a joyous populace, turned loose when Waterford was reached. Main Street for three blocks was black with people so that the procession headed by Mr. Beggs' brass band of forty pieces and led by Marshal Dolan had difficulty in getting started. When Fox River hotel was reached Mr. Beggs and party reviewed the procession which followed and was made up of the graders' parade consisting of grading machines, wheeled scrapers, flower bedecked carriages filled with pretty women, followed by floats representing camp life, the kitchen, blacksmith shop, etc., and in which, the two veteran foremen, Ed. Voss and Fred Felshow, were the leaders. The latter was mounted on a prancing steed and dressed in military uniform. Following this was the automobile parade, a splendid feature, containing forty automobiles from Burlington, Racine and other surrounding towns.

The problem of feeding the hungry was happily solved at the Fox River house, Cocraft's restaurant, free lunches in other public places, and the best of all, the hospitality by private citizens. For this, more than anything else, is the POST proud.

The shrill, musical tones of the Dago bands and the different foreign laborers mingling with the "white" citizens gave a midway air to the scene as the crowds surged back and forth. The Milwaukee visitors sauntered about town and admired the picturesque views of Fox river. Among the number were Gen. Folk, Chief of Police Janssen, A.K. Hamilton, E.A. Uhrig, Fred Goll, Wm. Bigelow, Fred Vogel, John B. Zaun, Joseph P. Sherer, A.J. Grundman, L.A. Janson, Frank Schutz and others. In the party were some of the strong financial men of T.M.E.R.L. & Co., some from New York, and some as far away as Paris, France.

During the supper intermission the homecomers got busy and were as happy as a lot of school children. Attorney Arch Cooper had been the moving spirit in rounding them up and says over one hundred tickets were sold for a "ride back home on the first trolley car." The list as far as he could secure the names are as follows: Arthur Voss, George Thompson, Charles Nehls, William Wheatley, Barney Huening, Josephine Wheatley, Dr. P. Langland, Dr. R.J. Healy, Mrs. J. Podoro, Mrs. W. Allen, Mabel Allen, Mamie Collins, Nellie Collins, Mr. Ehlert, J. Klapinski, Frank Kraning, Bessie Malong, Grace Jacobson, Alfred Harden, Frank Huening, Hugo Alby, Maggie Daniels, Fred Shenkenbert, Charles Tintel, George Glueck, J. Bach, Emil Noll, Will Voss, William Voss and wife, Martin Komm and wife, Carl Wallman and wife and family, Dr. and Mrs. W.F. Wegge and son, Dr. James Malone and wife, Dr.T.C. Malone and wife, Mr. and Mrs. A.A. Cooper and daughter, David Healy and wife, Fred Koch and son, Frank Genens and family, Herman Noll and wife, Dr. and Mrs. E.B. Taylor and son, Rudolph Schwedler and wife, Mrs. Chris Glueck and son, Mr. E.V. Jones and son, F.G. Kaplan and wife, Mrs. Ida Howie-Walker, Mr. and Mrs. E.A. McNaughton, Col. Dan B. Starkey and wife, mother and sisters, Wm. H. Bennett and wife (ex-Dist. Atty.), Francis Gault and wife of Waukesha, Mr. and Mrs. Becker (Skofsted), and Miss Charlton.

At the mass meeting the crowd was so large that the idea of using Amusement hall for the gathering was abandoned and the exercises held from the balcony. President Beggs was given an ovation and his bright sallies of wit mostly at the expense of his editor friend and that

famous omelette were loudly cheered but he graciously evened up matters by saying: "I consider Ed. Malone one of the best friends I have in all Wisconsin." He outlined his plans for the future interurban lines of the company. Besides renewing his public statement that he would have his opening to Burlington on June 30, he said the extension to Lake Geneva would be made within two or three years and eventually southwest to Beloit and then via Janesville and Johnson's Creek north to Watertown.

Ed. Malone, who followed, had to admit he had said some pretty harsh things about the railway magnate but had never really called him a devil though he had experienced a devil of a time especially in getting him to make some of the promises he had asked of him. The sight of the two scrappers publicly burying the hatchet for good seemed to be keenly enjoyed by the big crowd. Village President Shenkenberg introduced the other speakers in the persons of Mayor Horlick, of Racine; Mayor Zimmerman, of Burlington; Mayor Muelberger, of Watertown; Lawrence Clancey, of East Troy, and A.R. Hulbert, of Waterford. All were felicitous and timely.

Amid a shower of fireworks and hearty farewells the specials pulled out leaving a tired, happy bunch, so glad that Waterford had been placed on the map in such a pleasant, auspicious and successful manner. It was truly an event worthy of a lifetime of patient waiting.

HOMECOMERS THANKFUL Milwaukee, June 22, 1909, Friend Ed:
Enclosed find names of our first car crowd. There were others but I cannot remember who they were. We collected one hundred fares.

We all wish to express our appreciation of Waterford's reception of the out of town folks and congratulate your committees for their excellent arrangements.

Now that Waterford is on the map, and civic interest has been awakened, let us all get together, you at home and we outside, and get some new industries to locate there. If you have not formed a commercial club, do so. If you can't get freight to Milwaukee, send it to Burlington to connect with the steam roads there. Get your local wagon-maker to branch out, add silos and tanks to his output and advertise. Get a canning factory. Find out just what industries can be successfully operated there and work till you get them. Very truly yours, A.A. COOPER

JULY 1, 1909

That our experience thus far with the new electric line is that it is much more pleasant to live beside a running brook than a stagnant pond. Someone going and coming all the time with the balance of trade in our favor--maybe.

JULY 8, 1909

Dr. Geo. Stone, a resident of Waterford over forty years ago and still hale and hearty in his ninetieth year, hopped onto the electric car at Burlington for a day's trip and sight-seeing at his former old home. He was amazed at the changes and improvements made here in recent years.

The railroad boys are planning on a farewell good time at the graders' picnic in Cunningham's grove, midway between Waterford and Burlington, next Sunday, July 11. A dancing floor has been laid and Felshow's famous graders' orchestra will furnish the music. The electric cars will stop at the grounds.

That Rochester's celebration of being placed on the railway map was not so noisy but much better proportionately. Better speeches and more to the point were heard and, Rochester

being an intellectual town, fully appreciated.

That for a town having two railroads Burlington gave pretty loud expressions of joy over getting another. Those factory whistles and the honk, honk of the automobiles made a din that would wake the dead. It is not "rooral" towns alone that were made happy by being put on the electric railway map.

The POST is confronted again with the same trouble experienced the week Waterford celebrated the opening of the electric line. There were so many homecomers and out of town visitors that the names of some must have got by us and will fail of personal mention. From Milwaukee alone were many and among those noted by your reporter are the following: Hugo Alby and wife, Mr. and Mrs. Jona, Mr. and Mrs. Herman Noll, Mr. and Mrs. D. Healy, and Mrs. D. Thompson and granddaughter, Miss Ether, Mr. and Mrs. Peter Shenkenberg, C.J. Wallman and daughter, Fred Rygh, E. Kasiske, Miss Mamie Kasiske and girl friend, Mr. and Mrs. A. Lorenz, Mr. and Mrs. McNaughton, Mr. and Mrs. Rohm, Mr. and Mrs. Chas. Hinchliffe, Fred Koch, Mrs. Knops and Miss Laura Youngbeck.

That the fact of John I. Beggs, at Burlington last Friday night, publicly denouncing Geo. H. Wilbur as a hog for asking high prices for right-of-way does not seem to detract from the latter's popularity at his old home town. At the 4th of July celebration the big, jolly lumberman featured the industrial parade with his lumber and fuel floats and raised a big laugh all along the line by labeling himself "Beggs' hog." The head of one corporation abusing another appeals to the risibilities of the "common peepul."

JULY 15, 1909

H.A. Cleaver and C.A. Dean, the right-of-way men, were in Waterford the latter part of last week probably on their last trip so far as business is concerned. The former bought most of the right-of-way between St. Martins and Burlington and his fairness and unfailing courtesy won many friends for not only himself but the company he represented. While he unquestionably took care of the interests of his employers he established a record which will precede the T.M.E.R. & L. Co. in making further extensions and be of much value. It was a hard and trying position but Howard Cleaver can always look for a hearty welcome from those he formerly did business with.

Of the hundreds of passengers who sought the cool air and pleasures of a trolley ride on the Waterford division last Sunday afternoon there was one at least who paid no fare. It was President Beggs himself who was out alone to see how fast his new extension is making money and also to inspect the finishing touches of the construction. It's an old habit of his of being "on the job" any minute and without a moment's notice. He certainly ought to be satisfied with the patronage he is receiving on this line for it is large especially on Sundays.

An electric line from Burlington, Wis., was completed into Waterford July 2. For the last fifteen years Bro. Malone has had visions of a railroad coming his way and has labored incessantly to secure it. He has license to feel "foxy".

The cogitator of the Wilmot Agitator as usual draws a sensible conclusion. Read what he has to say about our new electric line: "If accounts are to be believed the jollifications held on the opening of the electric line to Burlington and Waterford must have partaken of the character of a Salvation army meeting wherein the trolley right-of-way constituted the pathway to eternal bliss with Milwaukee holding the somewhat surprising station of Paradise at the journey's end. Whatever failings he may have Mr. Beggs certainly possesses what the revivalists call vision. His invasion with the trolley into the rural districts shows that he is able to see and act independently and for himself. A man of his mind can see that some day

the trolley will run along the main country highways and be the greatest of all agents in solving what we are pleased to call the good roads movement."

JULY 22, 1909

That the order of things occasioned by being on a railway map rather mixes the handy-andy-man who writes all the "stuff" for this paper. If you are a friend of his send in your news items.

That the ladies of Waterford and vicinity have a right to feel jealous as there seems no immediate prospect of an invitation for a free trolley ride and a free feed at the expense of some big department store. This announcement is made for the benefit of scores of anxious inquirers who have besieged this office. 'Tis sad but very true.

Fred Goetz, the roadmaster of the new electric line, is receiving sympathy from his many friends over his recent sad bereavement in the loss of his mother, who died in Milwaukee on the 14th inst. She was 66 years of age and one of the oldest settlers in Milwaukee. Four children survive to mourn her loss.

That if the traffic on the new electric line continues even half as good as now, President Beggs will not have to wait for future generations to get his money back and with a profit too. Last Sunday one train carried over three hundred passengers. It may be interesting to know large new cars have been ordered and will arrive so as to be put in commission this fall when the direct current for power is turned on from Kilbourn. These new cars will be 54 feet in length and seat 64 persons comfortable and with a crowded capacity of fully double that number. The seats will be of cane and the floors of concrete, all easily cleaned and sanitary. The new Milwaukee-Waterford-Burlington cars will run directly from the public service building to their destination and be high speed and first-class in all respects. It seems like living to be on the main line.

JULY 29, 1909

At a recent meeting of the Wind Lake Telephone Co., it was decided to install the metallic system for their fifty-five miles of lines. Ever since the electric railway was opened their lines have been troubled by the stronger current of the trolley. With this improvement added to the recent connection with the long distance system it will furnish a service equal to the very best.

A party of Burlington ladies last Friday enjoyed a trolley excursion to Waterford and a picnic on the island. Among those were Mesdames Frank Newell, Louis Rein, Mm. Gill, R. Crawford and Miss Cora Newell.

DeGrove Bull, wife and sister May, of Racine, were Waterford visitors last Sunday, accompanied by Mr. and Mrs. Gilbert Ballack. They enjoyed a trolley ride to Burlington to see how it seemed to take the cars at Waterford.

Attorneys H.A. Cleaver and C.A. Dean; the right-of-way men who became so well acquainted here in pursuit of their duties, were brief callers on Tuesday. The former has tendered his resignation and it has been accepted by Pres. Beggs and his mission here was bidding his friends good-bye. Mr. Cleaver expects to go East and accept a similar position with some big railway company.

Arrangements are fully completed for the third annual harvest picnic at Rochester on Saturday, Aug. 14. The electric cars will stop at the grounds known as Schwedler's grove. There will be two ball games--Waterford vs. North Cape for a purse of \$25 and Mukwonago vs. Burlington for \$50. Attorney Mort Walker, of Racine, will be speaker followed by John

Blakey, of Union Grove, L.H. Clancey, of East Troy, and others. Readings by Mrs. Ida Howie-Walker and Miss Olene Lapham. Besides there will be songs rendered and music furnished by the Burlington cornet band of fifteen pieces.

An order has been placed by the Milwaukee Electric Railway and Light company for the construction of 100 of the modern pay-as-you enter electric cars, which will be used on parts of the Milwaukee system. On Monday afternoon President John I. Beggs closed a contract with Charles J. Kobush, president, and W.S. Miller, manager, of the St. Louis Car company, for these cars, to be built along special designs prepared by Mr. Beggs. The cars will begin to arrive here within six months. Each will be 50 feet in length and will seat fifty passengers. The floor and sides up to the window frames will be constructed of steel. The floors will be covered with a composition which will insure sanitary conditions at all times, and the bumpers will be supplied with an auto telescoping appliance which will reduce the force of a collision and prevent dangerous accidents.

AUGUST 5, 1909

Many staid Waterfordites are using the Milwaukee homecoming as an excuse for riding on the trolley line. However, the metropolis is just spreading herself this week. We naturally feel greater Milwaukee takes in all interurban lines.

Beginning Aug. 1st the laborers on the new electric line received an advance from a \$1.50 to \$1.75 per day. We understand the advance was general over all the lines and given without solicitation. Evidently Pres. Beggs thinks prosperity has really come and is willing to let his workmen have a share in it.

AUGUST 12, 1909

H.J. Roesing, Burlington's popular furniture dealer, is spending his vacation at his boyhood's home and accompanied by his family. Henry has taken several large fish contracts to fill and is finding fault because the electric railway does not carry freight as well as passengers. If his Burlington friends fail to get their share that is the reason.

Rochester Academy opens its fall term Sept. 7 with increased teaching force. Regular course enters to college or university without examination. Opportunities for business courses, music and preparation for teaching. New electric line gives best facilities for travel. For catalog and information address Prin. E.G. Toan, Rochester, Wis.

Students attending from Waterford, Rochester, Wind Lake and other towns within the reach of the interurban electric line will have good accommodations in going to and from Burlington. Cars leave Waterford fifteen minutes to the even hour, the first car leaving at 7:45 and cars leave Burlington at twenty minutes past the even hour.

The annual harvest picnic at Rochester next Saturday promises to be a big event. As the trolley cars stop at the grounds it will be easy for Waterford people and others along the line to attend. A full program is given in the Rochester items.

AUGUST 26, 1909

Manager Gill, of the Burlington opera house, writes us that he has made arrangements with T.M.E.R.&L. Co. to hold cars as late as 11:20 so patrons from Waterford and Rochester can attend the shows in Burlington. The next attraction "The Girl from the U.S.A." next Monday evening, Aug. 30, will be the biggest they will play this season, as the company numbers twenty people and carry all their own scenery.

A party of ladies enjoyed a trolley ride from Burlington to Waterford Monday afternoon and had a picnic lunch on the island just north of the village.

SEPTEMBER 23, 1909

The Mukwonago Chief says the electric railway company is considering the proposition of changing its line into that village and so as to strike the village square and use Main street.

Out of the hundreds of workmen employed on the new electric line this summer but a few remain, hardly more than enough to do the section work. Like the first snow they melted away quite as fast as they came. It is rumored the first steps on the extension from East Troy to Elkhorn will be the erection of a transmission station at the former place.

NOVEMBER 4, 1909

The acceptance of Pres. John I. Beggs of T.M.E.R. & L. Co. to attend a smoker given by the Whitewater Business Men's Association next month means something. It indicates the "old man" of that big corporation is ready to talk about his future plans and which can be presaged as a favorable sign Whitewater will also find a place some day on the electric railway map.

A company of ladies composed of Mesdames Henry Plucker, Harry Berger, M.T. Huber and E. Malone, of Waterford, and C.E. Apple, O. Jaspersen, J. Anderson, of Norway, and Mrs. Hugo Alby, of Milwaukee, went to Burlington via the electric trolley line on Thursday of last week to attend a card party given by Miss Cora Newell assisted by her mother, Mrs. G.E. Newell. The game, "Five Hundred," was played and Mrs. Berger captured first prize while Mrs. C.A. Apple was allowed to carry off the booty favor. Dainty refreshments were served and the visitors made to feel very welcome by their Burlington sisters. There were about twenty-five ladies present and it was voted a very successful social event.

NOVEMBER 18, 1909

In building its extension to Menomonee Falls T.M.E.R. & L. Co. is making surveys in order to get into the heart of the village as nearly as possible. This is a wise policy as the sight of the cars passing through the streets attracts patronage. The human family is much like a flock of sheep, in that they generally go in bunches or with the crowd. The electric line skirts the village of Waterford on the east side and is convenient, yet there would be more travel if the cars passed through on Main street. As the electric car is the poor man's livery it should be seen by him as it rolls by. If President Beggs learns of all the good money he is losing in Waterford he may yet conclude to turn on Main street and then south on First street and strike the old line at Dover road near the Catholic cemetery. He refused to do so at the time he was building but with such an argument as the above he may yet change his mind--aber nit.

DECEMBER 16, 1909

That just now the country merchants on the suburban lines of T.M.E.R. & L. Co. are wondering when President Beggs will make use of those franchises which permit him to carry freight as well as passengers. Freighting goods by wagon from Milwaukee over the country roads during the winter and spring months is not only a hardship but a very serious handicap. With all due respect and consideration for our railway magnate friend for past pleasant associations and also a desire not to harass or bother him, it is up to Mr. Beggs to do something or he may be obliged to take orders from the railway commission. Now is the accepted time.

DECEMBER 30, 1909

That the promised new cars for the Waterford-Burlington line have probably become lost in transit or may be our magnate friend has forgotten. He promised a Christmas present of a ride on the steam-heated, electric-lighted and luxuriously equipped--if we had the price.

It was a sorry-looking, tired and hungry bunch of passengers who alighted here at an early hour Tuesday morning from the electric car after being out all night marooned a mile this side of St. Martin's. The tearing down of the trolley line on the East Troy division cut out the current. There was no power, no light and very little heat. The discomforts came near being suffering to small children and some aged ladies who were aboard. There was a car full of passengers from all along the line and there is a correspondingly long tale of woe. Another car was stalled at Muskego. If Pres. Beggs' ears tingled there was reason. The rural style of profanity smells of sulphur and is exceedingly lurid.

JANUARY 20, 1910

"It certainly does make a fellow feel strange to note the way certain things are hampered by queer legislation and the people suffer in consequence. For instance the hauling of freight and express to East Troy as now carried on under the most adverse circumstances when a railroad strikes the very center of our village and one can easily see carloads of gravel, coal, machinery, etc., necessary for the large transforming station now being built here hauled directly to East Troy by the Milwaukee Electric Co. They have franchises entitling them to the right to haul freight through every town they pass through, but the city of Milwaukee restricts them to passenger service only over its streets. How much longer will this state of affairs exist, bringing suffering to man and beast when a much better means is at hand? Can't the Railway Rate Commission and John I. Beggs be brought together and help?"

The foregoing is from the East Troy News and the condition which prevails at East Troy is duplicated here at Waterford as well as in all towns which depends on T.M.E.R. & L. Co. for transportation facilities. This company has asked for and been given franchises which permit the carrying of freight as well as passengers and just so long as we supinely wait, just so long will this section be handicapped. The POST is pleased to note the interest taken in this matter by the East Troy News. There is a remedy. If petitions are circulated and presented to the State Railway Commission the relief asked will surely be granted. Since East Troy was first to be accorded the honor of being on the railway map we trust her citizens will start the movement for freight accommodations. Waterford stands ready with a hearty second and will do her share. Those in favor of the motion say aye and attach your signature to a petition to the State Railway Commission.

JANUARY 27, 1910

Dr. Isaac Moyle, whose serious illness was mentioned in last week's POST, was taken to Milwaukee Monday afternoon and the same evening subjected to an operation for appendicitis. He passed through the ordeal safely and, though very weak, is reported doing nicely. The new hospital car of T.M.E.R. & L. Co. was used and also carried another patient in the person of Miss Emma Russell, of Rochester, who also underwent a similar operation and is reported recovering. The conveniences of the new electric line are many but in such cases as these are best appreciated.

A basket social will be held in joint district school No. 3, Rochester and Burlington, generally known as the Wegge school. A good program has been provided. Sleights will meet the electric car at 8 p.m. and return at 11 p.m. Ladies bring baskets and gentlemen don't forget your pocket books.

Ernest A. Felschow, one of the foremen in the construction of the electric line through Waterford, was married at Waukesha on Sunday to Miss Harriet M. Carelos, of Mukwonago. He has many Waterford friends who join in extending congratulations.

FEBRUARY 3, 1910

A broken axle on one of the trolley cars near Burlington yesterday delayed traffic somewhat. This reminds us of that almost forgotten promise of Pres. Beggs to supply new cars for the

Waterford division and also were to come as a Christmas present. In fancy only can we see them--elegant, luxuriant, steam-heated, electric lighted, palaces on wheels, and making through trips to the city every hour.

Quite a large delegation of young folks from Waterford enjoyed a sleigh ride last Friday night by attending a basket social at Bellewood school. This is the newly named stopping place on the electric line midway to Burlington, and, judging by the stars who took part in the very interesting program that evening, is quite properly christened. The social was one of the largest ever attended at that school and its success reflected much credit on the teacher, Miss Kathryn Quinn.

Railroad men say that the freight congestion in this part of the country is the worst they have experienced in years. Constantly for the past few weeks not less than 500 cars filled with freight consigned to dealers along this division have been standing on the tracks at Corliss owing partly to the inability of the company to furnish sufficient motive power to move them and partly because of recent severe snowstorms. Every sidetrack along the line is also reported choked to its utmost capacity. As fast as cars are removed, others come in until the problem is getting to be one of serious portent to the company.

FEBRUARY 10, 1910

The sudden death of Harold Jacobson, only son of P.M. Jacobson of Burlington, which occurred at an early hour last Friday morning, came as a severe shock to the family and friends. The cause of death was heart trouble, of which he had been afflicted for years, but was aggravated by a recent attack of rheumatism. His father was with him when stricken and though a physician was immediately summoned, he died within a few minutes. Harold was nearly 16 years years of age, the youngest of a family of three daughters and one son, and a youth of bright promise and very popular.

The funeral was held at St. Mary's church in Burlington on Monday morning and the remains taken to Waterford by a special funeral car on the electric line and now rest beside those of his mother (nee Mary A. Malone) in the Catholic cemetery. Some two hundred came from Burlington, most of them his schoolmates, besides a very large gathering of old friends and neighbors of Waterford and vicinity.

MARCH 17, 1910

The dam at the outlet of Wind lake is completed. At the crest it is fifty feet wide and from foundation top there is some ten feet of concrete. The height of the dam is according to what is known as the first of farmers' survey and will not interfere with the drainage system. The construction work was by T.M.E.R. & L. Co. and is said to be a very substantial job. The conservation of Muskego and Wind lakes promises much to Milwaukee people who want summer homes on the banks of these lakes and incidentally will afford much patronage for the interurban electric line.

APRIL 7, 1910

In the batch of supreme court decisions handed down last Tuesday the Ela Co. of Rochester were declared winners in their suit against the M.L.H. & T. CO. This is the famous condemnation case in which the commissioners were said to be influenced by the friendly acts of the street railway company's representatives. This decision places the Ela Co. where it originally was before the condemnation proceedings commenced.

APRIL 28, 1910

That interurban cars must stop at Milwaukee city limits is what a recent decision of the supreme court is said to mean. There is no question but Manager Beggs will fully comply with order for it is easy to hark back to the time when he so literally lived up to an

ordinance requiring his cars to stop at the crossings just opposite of where they had been stopping. The people rose up in arms and demanded a reversion to the old plan. The hardship which will surely follow this new order will not be a one-sided one by any means. In making Beggs toe the mark Milwaukee is also hurting herself. In the meantime, travelers on the interurban cars must practice the virtue of patience and forbearance and be secretly ashamed of the fact that the metropolis of this state only has two railroads. This decision of the supreme court produces a peculiar and awkward situation. As soon as a car crossed the line which divides the city and country it becomes an interurban car. Such a car has no legal rights on the city streets. Yet that same car, if kept in service in the city, no matter what its size and operating on same power and tracks, is allowed to be used. If the city council should come to the rescue and now grant a franchise allowing these interurban cars to pass over their streets, it does not relieve the railway company from the responsibility of damage to abutting property owners and immediately the said company becomes a prey to every shyster lawyer who can work up a case. And if releases from property owners is purchased it would undoubtedly mean bankruptcy to the company. Such is the dilemma and the only out of it is to transfer passengers from the city to the interurban cars or vice versa. Just imagine the inconvenience of the thing, but in the language of certain politicians we expect to see John I. Beggs "stand pat" while the people going to and from the suburban towns will howl.

DECEMBER 1, 1910

That "Tit for tat, you kill my dog I'll kill your cat" seems to express the feeling the country merchants entertain towards the big department stores of the metropolis in their plan of running free excursions to Milwaukee. These free rides, we understand, are now given by the Manufacturers' and Merchants' Association which is composed of wholesale as well as retail dealers. Up at Port Washington, the business men also have an association and they have hit on a novel and effective means of playing even. A protest signed by all the leading business men has been forwarded to leading jobbers in Milwaukee. Their method of retaliation is one that cuts deep and the business men in other towns on the interurban lines will like adopt the same tactics.

DECEMBER 15, 1910

Waterford was given a genuine and pleasant surprise by the arrival of a special car on the interurban line at ten o'clock yesterday morning containing some city of East Troy's business men and representative citizens. This outing was a sort of off-set to the free excursions given the ladies by the Milwaukee department stores. The idea was conceived by Mr. George Brewster, one of her most substantial citizens, and the suggestion quickly put in form by the circulation of a list to which all who signed agreed to go.

JANUARY 26, 1911

That sympathy is extended our railway magnate friend, John I. Beggs, in breaking his wrist by falling on an icy sidewalk in St. Louis, but when we contemplate the opportunity for a big damage suit, supplemented by a heavy accident insurance policy, we almost envy him. He ought to know how to go about it to recover as he has had a world of experience in fighting such cases.

MARCH 2, 1911

That John I. Beggs ought to know something how it feels to read your own obituary. Since making the formal announcement of his retirement as president of T.M.E.R. & L. Co. he has been deluged with letters and other expressions of regret, not to speak of the "bouquets" of the press and from men who have always fought and antagonized the railway magnate. Naught but good words and the highest encomiums are now to be heard and the best of it all is they are well earned and justly deserved.

MARCH 9, 1911

Light is about to break in East Troy. At the meeting of the Village Board held March 6th, a franchise for commercial lighting was granted to T.M.E.R. & L. Co. While the franchise is not very definite, either as to duration or cost of service, the Board seemed satisfied with its provisions. There is no stated time at which the company must be ready to furnish light, but it is hoped they will do so by July first. With the granting of this franchise, East Troy is assured electric street lighting, as a contract was let some weeks ago contingent upon passage of a commercial franchise. East Troy citizens are glad there is a prospect of obtaining light in the near future, but as our informant says, many express the wish that the Board had engaged an attorney to look after the interests of the village in framing the franchise.

JUNE 15, 1911

That it may be only a straw which indicates the direction of the current but it is reported General Manager Mortimer and Supt. F.G. Simmons are considering the extension of the electric line from East Troy to Delavan. A trip through Walworth county in an automobile at this time of the year ought to convince them that this part of the state is as productive and "fair as the garden of the Lord." Former President Beggs always felt his interurban scheme would never be complete until that line was finished. The next in importance and the one most sure to derive the most patronage is the proposed line to Racine through central Racine county touching Brown and Eagle lakes.

JUNE 29, 1911

Plans are being made at East Troy for a band concert and mid-summer festival on the evening of July first. At that time it is expected the streets will be lighted by electricity for the first time. East Troy having waited so long for this event, the citizens think it worthy of some "special doings." The Milwaukee Electric Railway band has promised to come out accompanied by some of the officials of the company.

JULY 20, 1911

As mentioned in last week's POST, there will be a free open air band concert at Waterford by T.M.E.R. & L. Co. Band of fifty pieces. The band will leave Milwaukee at 6 o'clock and arrive here in time to commence their program at 7:30. The Milwaukee Electric Railway & Light Co. has advertised this concert extensively. The company has adopted the policy of sending their superb band to all points on their interurban lines during the summer and if the same is appreciated by the towns they visit, the concerts will be repeated. It is an opportunity for Waterford. Let every business house and residence too, properly decorate, and the whole will redound to our credit. This will be a Fourth of July celebration on a larger scale.

JULY 27, 1911

Fully three thousand people enjoyed the concert given by the big T.M.E.R. & L. Co. band at Waterford last Saturday night. A recent policy adopted by the Milwaukee Street Railway Co. is that of sending out their band, composed entirely of employees and containing some fifty members, to give concerts at the different towns on their interurban lines, and it is proving a very popular innovation. The first took place at East Troy on the occasion of the installation of electric lights in that village and proved a great success. When it was known Waterford was scheduled for the next, President Powers, of the village board, "got busy," raised a liberal fund by subscription, and turned out the "white wings" to mow the weeds in old Fox river and clean up the streets of the town. The idea was to make a Venetian night of it, as the band stand was located at the west approach of the bridge, and accordingly the bridge and high tower on same were wired, and this, together with extra lights on the different crossings of Main street, combined to produce a brilliant spectacle. Numerous Japanese lanterns stretched across the river and decorating the river craft added their soft

glow, and the reflection from the mirrored water, produced a pretty and peaceful effect. A full rigged schooner and an effigy of "old Charon crossing the river Styx" were two very clever representations. Innumerable flags as well as bunting gave the street a festal, holiday air. The crowd was large but happy and good-natured. There were refreshments and food for all. The ice cream booths sold over one hundred gallons of their frozen product and, while the saloons had a liberal patronage, all was orderly and peaceable.

A part of civil engineers are resurveying the electric railway line, we hope for the purpose of enlarging the curves so as to accommodate large freight cars. The young fellows, with T.M.E.R. & L. Co. habit of looking wise and saying nothing, refuse to tell. Things don't seem to be much different than when our friend, John I. Beggs, was in command, and we will have to wait for results.

C.N. Duffy, comptroller of T.M.E.R. & L. Co., expressed the satisfaction himself and other officials present felt in the splendid reception accorded their band, and it was their earnest endeavor to so serve their patrons as to merit this kindly feeling. He is an easy fluent speaker and made a very favorable impression.

OCTOBER 26, 1911

Chas. A. Dean, of the legal department of T.M.E.R. & L. Co., was a Waterford visitor on Tuesday. C.N. Duffy, comptroller of the same company, was also here this week, from which facts we opine Waterford is still the main town on the division.

It is reported of Matt Rausch, the well known claim agent of T.M.E.R. & L. Co., that he failed to heed the admonition, "stop, look and listen" and in consequence was the victim of an automobile accident last Saturday and now suffering with a broken wrist. We wonder if he gave a signed statement of how it happened.

NOVEMBER 9, 1911

This is the plan by which the Waterford Milling & Electric Light Co. will segregate their two lines of business and thus enable them to sell their lighting and power system to the big T.M.E.R. & L. Co. Conditional on this is that a new franchise will be secured from the village conforming to the new law and rules of the State Railway Commission.

The troubles of the local corporation are well known to Waterford people. The long drought, low stage of water in the river, an erratic gasoline engine for auxiliary power and other handicaps were the adversities Messrs. Titus and Berger have struggled so hard to meet. Long since they realized how futile it was to cope with these odds and with a desire to save their milling business they offered their lighting plant for sale to the Milwaukee Electric Railway & Light Co. Negotiations have arrived to the point as above explained.

On Tuesday afternoon Messrs Duggy, Rau and Dean of T.M.E.R. & L. Co. were here and discussed the matter informally with the trustees and to our mind showed a frank disposition to treat the village and patrons fairly and squarely.

Rumor is again rife that the Mukwonago railway station is to be moved to a more convenient location near the electric line and that Lake Beulah and Vernon stations may be discontinued. A good thing for Mukwonago but rather tough on the other places.

New signs have been placed in position along the electric line with the old warning inscription, "Look Out For The Cars!" Few who have never been bumped by the "yellow devils" or had actual experience from some railway accident fully appreciate or understand the real significance of the words, "Stop, Look and Listen" and probably that is the reason for a return to the old sign board. There are people who connect the existence of those

"Stop, Look and Listen" signs with a famous omelet in which your "old man" was the chief mixer and given prominence by the long drawn out fight with the former president, John I. Beggs, that in the end culminated in a warm friendship and the extension of the interurban line to Waterford. Be that as it may, the new sign boards do not mean as much literally as the old ones.

NOVEMBER 30, 1911

The village board at Union Grove has granted a twenty-five year franchise to Milwaukee parties for electric lights. They are to furnish 80 lamps of sixteen candle power to the village for street lighting for \$500 per year.

JANUARY 11, 1912

President Mortimer of T.M.E.R. & L. Co. is reported to have expressed himself as follows relative to the proposed extension from Burlington to Lake Geneva: "The road will be extended to Lake Geneva from Burlington just as soon as we can see our way clear to do so; but at present, we have more profitable ways to invest our money."

JANUARY 18, 1912

I.C. Harding, who has been one of the conductors on the Waterford-Burlington line ever since the electric railway was opened, has resigned to accept a position with the Security Lightning Rod Co. at Burlington. Certain it is T.M.E.R.&L. Co. has lost one of its oldest and best men. He was very accommodating and obliging but ever alert and careful of the interests of the company.

Attorney C.A. Dean, who has so long been with the right-of-way department of T.M.E.R.&L. Co., was a Waterford visitor on Tuesday on business connected with the project of transferring the local lighting plant to the big Milwaukee corporation. Mr. Dean is about to resign his position with T.M.E.R.&L. Co. and is another of John I. Beggs' once happy family who are pulling out since the advent of the new regime. The policy of the present administration seems to be more in the development of their lighting interests than an extension of their railway lines or taking up our pet hobby of carrying freight. In the language of street "there's nothing doing."

MARCH 14, 1912

There is some talk of the electric lighting system furnished East Troy being extended two miles further west and thus supplying the village of Troy. The farmers along the line will also be urged to use both light and power. This seems another instance of where the big T.M.E.R.&L. Co. is going after the lighting end of their business rather than pushing the extension of their interurban railway lines. It is now up to Rochester to get busy. Their new agricultural school will need light and power while the village itself will find it something long needed. The POST predicts that every farmer will soon have electric light and power the same as he now enjoys the telephone.

APRIL 25, 1912

A trio of officials of T.M.E.R.&L. Co. in the persons of E.C. Sternhoff, Louis Witt and Fred Goetz, were Waterford visitors last Monday.

Quite a turn out of Waterford theatre-goers went to Burlington last Thursday evening to witness the "Lion and the Mouse: and report it one of the best shows they ever attended. Incidentally they give manager Gill of the Burlington opera house handsome compliments for the kind of entertainments he is furnishing the amusement loving public. The trolley line allows the people of Waterford and Rochester a chance to share all the good things Burlington enjoys.

MAY 16, 1912

Mayor Powers was a Milwaukee visitor last Thursday and while there made arrangements with T.M.E.R.&L. Co. for all the gravel the village will need for street purposes this year. The gravel pit is conveniently located just south of the village, the material is the very best for road purposes and supplied at a very reasonable figure. It is proposed to hire a road roller and following plans laid out by the state engineers of the highway commission it will be possible to put most of our streets in first-class condition at a very nominal cost.

MAY 30, 1912

E.J. Evans, of T.M.E.R.&L. Co., was here yesterday on business connected with the purchase of the local electric lighting plant.

JULY 11, 1912

Geo. Kuemmerlein and A.J. Killa, officials of T.M.E.R.&L. Co., were Waterford visitors on Tuesday and welcome callers at the old "division headquarters." A little more generous than usual with information they brought the good news that the freight project was neither dead nor sleeping. A new switch was being put in at Mukwonago would soon give car shipments the promised try-out. A stop has been ordered at Mehring's crossing, one mile north of the village. The rate will be the same as charged at Waterford and Norway hill, for the opposite directions, and no waiting station be expected until sufficient patronage warrants it. These are the conditions and will be gladly accepted by those seeking the accommodation and is another evidence the big corporation is anxious to please the public.

JULY 18, 1912

An engineer of T.M.E.R.&L. Co. was at Burlington investigating the situation relative to making connections with the Soo and Milwaukee roads with reference to hauling freight. He was assisted by P.J. Hurtgen, Burlington's civil engineer. It begins to look like business in regard to the freight hauling proposition on the electric line.

AUGUST 15, 1912

Frank Henningfeld spent Sunday at the home of his parents. Frank is in the market gardening business at Big Bend and reports the truck farmers in that section are in the midst of the potato and sweet corn business with a big crop and corresponding demand. The product is hauled by team to Milwaukee. Corn has averaged \$1 per hundred ears and potatoes \$1.35 per bag. Onions have brought \$1 per bu. The musk melon season will open in less than two weeks. The farmers of that locality are praying for the time when T.M.E.R.&L. Co. will haul freight.

AUGUST 22, 1912

The "old man" acknowledges with thanks an invitation accompanied with usual courtesies and compliments of the management to attend the seventh annual outing and picnic of the employees of T.M.E.R.&L. Co. to be held at Waukesha Beach today, Aug. 22d. It is a great event, attended usually by six or seven thousand people, and was inaugurated by former president John I. Beggs who always took occasion to give a talk and outline his policies and plans to his "family" of helpers. President Mortimer has more quietly continued the custom and personally sees that one and all has a good time and is just as popular with his "boys and girls" as his predecessor. This big company has much to do with the future development of this section and our interests are closely allied or associated, hence anything concerning T.M.E.R.&L. Co. is always interesting.

That seeing is believing. The saw a gang of workmen laying the steel for the T.M.E.R.&L. Co. to connect with the Soo line at Mukwonago. This means freight on the electric interurban lines.

SEPTEMBER 26, 1912

In making announcement of the installation of freight service on the electric line the Mukwonago Chief said: "The Soo Line and The T.M.E.R.&L. Company have made Mukwonago a shipping point for villages east and west of here on the electric road. A Y, connecting the two roads, has been completed for this purpose and the first shipment over the new arrangement was made Wednesday morning, Sept. 18th, when five cars of lumber were transferred from the Soo road to the electric road and delivered to the East Troy Lumber Company. The Y is located just south of the railroad bridge near where the two roads cross. Lumber and coal yards at Waterford, St. Martins and Big Bend are also to be supplied with shipments from here."

OCTOBER 3, 1912

E.J. Evans, of T.M.E.R.&L. Co., accompanied by Fred Goetz, were callers on old Waterford friends last week Thursday. The latter was a former roadmaster of above company but is now engaged in doing construction work on the state highways. His former experience qualifies him fully to handle this kind of a job and it is no surprise to hear he is making good.

That its queer how people submit to the law of custom. Sept. 1st shelves the straw lid and Oct. 1st starts the fires in the interurban electric cars. A little common sense instead would afford much comfort.

OCTOBER 10, 1912

Light and power for the new county agricultural school at Rochester will be supplied by T.M.E.R.&L. Co. Connections from their electric line is to be made by Nov. 1st. The Wilbur Lumber Co. has been awarded the contract for furnishing coal.

OCTOBER 31, 1912

An improved method for heating the cars of T.M.E.R.&L. Co. is being installed. Under the new system coils will run under each seat.

NOVEMBER 14, 1912

Chas. W. Lamb of the Milwaukee Daily News, was a brief but welcome caller last Sunday. His old association with John I. Beggs, when that magnate was the big noise of T.M.E.R.&L. Co., is probably what made him pine for fresh eggs and the pure ozone of the country and he got both.

Walter H. Naish, official photographer of T.M.E.R.&L. Co., was a Waterford visitor on Monday and looking over our village with an artist's eye. He is taking views of the scenery along the Waterford-Burlington line. Of the many photographed one will be a bird's eye view of Waterford, while Rochester and the new agricultural school will also be included among the beauty spots. These views will be used to make attractive timetables and other advertising matter for use by the electric railway company. In deference to this idea it may be well to remark that big corporations know the wisdom of the lesson we would teach: "It pays to advertise."

NOVEMBER 28, 1912

The ramshorn line of T.M.E.R. & L. Co. known as the Racine & Kenosha division is being fitted up with new poles and other permanent equipment which indicates it is there to stay. Former president John I. Beggs had planned to have a private right-of-way and the same was surveyed and we believe some options obtained. The present follows the highway and is the cause of its crookedness. This is probably the oldest interurban line in the state. It was built by the late Jackson Case of Racine, who nearly went bankrupt in building and trying to operate it. Subsequently the property passed into the hands of the present corporation and

appears to be a very good revenue producer. One thing good about the line that with all its faults is, that all cars appear to stop at every farm house as well as the highway crossings.

DECEMBER 12, 1912

The "juice" for the Burlington electric lighting plant will be changed from a direct to an alternating current. This is the system adopted by T.M.E.R.&L. Co. for all their plants and is the one they intend to use here if they ever take possession. This calls for a change of motors and was one of the things that caused a hitch in the deal at Waterford. It is a comparatively recent invention by which motors could be run by an alternating current. While the "juice" is received directly at the sub-station at Burlington it is there transformed or changed into an alternating current.

FEBRUARY 6, 1913

An electric bell will be installed by T.M.E.R.&L. Co. where their road crosses the Soo line at Burlington and those who want to live and continue travel to and from Burlington will be pleased to hear of this proposed safeguard.

The sad intelligence was received by Waterford relatives of the sudden death of Mrs. Catherine Kortendick in Milwaukee yesterday morning aged 77 years. The remains will be brought to Waterford today (Thursday) by funeral car over the electric line and arrive at about 2:30 o'clock. Funeral at the St. Thomas Catholic church on Saturday morning at 9:30.

APRIL 10, 1913

That if the big T.M.E.R.&L. Co. will be enterprising enough to haul freight on its lines there will be no necessity for cultivating their right-of-way or starting cooperative stores. With freight service the farmers of Racine and Walworth counties can furnish eggs, vegetables and other food supplies cheap enough to feed all of Milwaukee including the employees of that company.

MAY 1, 1913

A party of officials of T.M.E.R.&L. Co. composed of Geo. Kuemmerlein, Jr., F.W. Yeo, A.E. Wallace and F.A. Lubber, were Waterford visitors yesterday and welcome callers at oldtime headquarters. As usual they were noncommittal in regard to giving out important news for the *POST*.

MAY 15, 1913

That it seldom pays to be smart. The other day the writer met a member of the recently organized Booster Club at East Troy and facetiously suggested that what that town needed most was a saline injection. This he explained was salt dope the doctors always give as a last resort to revive a dying man. Our ruffled friend quickly retorted: "We can get salt if we need it and in car load lots too, something Waterford cannot have." This is the unkindest cut of all. Must we ever suffer the jibes and flings of competitors just because T.M.E.R.&L. Co. does not give us freight service on the same terms accorded the patrons of the Muskego-East Troy line? Unless something is done soon we shall exercise the recall measure and beg of our old and much abused friend, John I. Beggs, to come back and look after his neglected child, commonly called the interurban system of T.M.E.R.&L. Co.

MAY 22, 1913

Poles are begin set by T.M.E.R.&L. Co. for the taking over of the electric lighting plant the latter part of next month. Judging by the size of the poles and the care taken in setting them the big corporation is doing things right.

JUNE 5, 1913

To those who have wondered at the number of men T.M.E.R.&L. Co. have in this village at work installing the new lighting system will be interested to know that in Milwaukee alone this company has 1,788 men employed repairing tracks and paving between tracks. This gives some idea of the size of "our" company and it ought to be an easy matter for one of such magnitude to supply freight service on all their interurban lines.

That our effort to remind the officials of T.M.E.R.&L. Co. of the necessity of their fulfilling their promise to provide the Burlington-Waterford line with freight service on as fair terms as they service East Troy, Big Bend, and Muskego is as effective as rain trying to drown a duck.

JULY 10, 1913

S.B. Way, vice president of T.M.E.R.&L. Co. and assistant general manager of the lighting department, spent his Fourth inspecting the lighting service being installed here also those at Rochester and Burlington. He was a pleasant caller on the "old man" and assured us that nothing would be left undone to give Waterford the very best. This in turn seemed for the proffered information "that Waterford was the best town in the state for it's size."

JULY 17, 1913

That last week Friday witnessed the arrival of the first carload of freight shipped to Waterford. This is a trial shipment of coal to the Thompson Lumber Co. who will see which is the cheaper, hauling by team from Honey Creek or shipping via Mukwonago and "switched" over by T.M.E.R.&L. Co. This "switching service" cost is \$32.00 per car and almost prohibitive. However, this is a trial or test case, and no doubt the electric line people will make an adjustment. Glory be, our prayer for freight service is about to be answered.

JULY 24, 1913

The annual picnic of the employees of T.M.E.R.&L. Co. will be held at Waukesha beach today (Thursday). It is expected 8,000 people will attend. There are 4,500 persons on the payroll of this big company, of whom many being heads of families, accounts for the large attendance at the picnic. This includes the interurban systems and there are few villages or cities in southeastern Wisconsin which will not be represented today. 'Tis then T.M.E.R.&L. Co. plays the part of host. Ice cream and lemonade is as free as the air, while boat rides and other amusements are likewise supplied on the same terms. This custom or established annual event was instituted by former president, John I. Beggs, and he made it an occasion to gather about him his "boys and girls," as he called them, for a heart-to-heart talk and at which time he outlined publicly the future policies of the company, gave notice of raises in salaries and offered words of wisdom and advice to all. Up to now his successor, J.D. Mortimer, has not availed himself of this privilege but we note that he is on the program for an address. Mr. Mortimer is a much younger man than was Mr. Beggs but is popular and well liked and a most proficient executive. It is rumored, however, that he is about to leave Milwaukee to assume a more responsible position at New York with the North American Security Co., which is the parent company of the Milwaukee concern.

JULY 31, 1913

The annual picnic this year of the employees of T.M.E.R.&L. Co. again held at Waukesha beach was as largely attended as ever. Many from the interurban lines participated, even country editors being included. Representatives from the East Troy News, Mukwonago Chief, Burlington Free Press and Waterford POST were on hand to report the big doings. This year President Mortimer made his first public address to his employees and while the same was rather short it was a happy effort. It also carried joy and satisfaction to the hearts of the motormen and conductors since he announced a voluntary increase in their wage scale

of a cent an hour. This is the tenth raise in thirteen years and coming at a time when fares have been reduced, material higher and money not so easy, it shows a very liberal spirit on the part of the big corporation. This generous and humane treatment of their help is what makes the wheels of their street cars run smoothly and steadily.

AUGUST 7, 1913

That it is indeed the wise heads of big corporations who are seeking the cooperation and kindly feeling of their help and treating them generously and humanely. Attention was called in last week's *POST* to the raise in wages of the trainmen employed by our big T.M.E.R.&L. Co. and stated it was this generous and considerate treatment of their employees which makes the wheels of their street cars run smoothly and steadily. President Mortimer in a personal letter to the "old man" makes acknowledgement of that policy in the following few lines: "I have noticed your comment in the July 31st issue of the Waterford *POST* on the picnic. The sentiment expressed by you is particularly pleasing to me because it fully recognizes the attitude that we try so far as is within our power to bear to our co-laborers. The same attitude on the part of the communities our utilities serve makes the "wheels run smoothly and steadily." Wishing you continued success, I am, Very truly yours, J.D.MORTIMER, President.

SEPTEMBER 4, 1913

Mukwonago did it up brown last Friday in her celebration over the installation of their water system, electric lights and the delayed blow out for the opening of the electric line. A fine program including two very close and exciting ball games, music by Mukwonago and T.M.E.R.&L. Co. bands, wrestling matches, etc. There were speeches by such well known orators as Lawrence Clancy of East Troy; Wm. Dawson of Madison; C.M. Duffy of T.M.E.R.&L. Co.; Paul Schwartz of East Troy; Judge Agnew of Waukesha and others.

SEPTEMBER 11, 1913

President Mortimer, of T.M.E.R.&L. Co. proved himself an admirable host at a picnic tendered the Milwaukee press club. The same was held at Army lake near East Troy last Sunday and some of the rural scribes were invited to participate. It proved a most pleasant and entertaining affair. The picnic spot afforded every opportunity for boating and bathing while games of all kinds gave the athletic pencil pushers a chance to contest their skill. Mr. Mortimer entered into the sports with the same zest of any kid reporter and showed that he even had strongest "pull" when it came to the tug-of-war. A picnic dinner was sufficient for all the hungry editors and reporters and followed by a very amusing program. The stunt was a take-off of the famous gridiron club at Washington but in this case the railway officials were the victims. It was very laughable but the host "came back" with a story that capped the climax.

A hearing of the State Railway Commission was held in Milwaukee on Thursday of last week and attracted delegations from most of the town on the interurban lines of T.M.E.R.&L. Co. The fact that the freight proposition would be up for consideration was the drawing card. Waterford town and village was represented by Henry Caley, Henry and Herman Halbach and Ed. Malone. The latter opened the argument in favor of a freight service on electric interurban lines into Milwaukee. He was followed by Hon. Luke Scanlan, of Oak Creek; John Chafin, of East Troy; and Herman Kerler, of Hales Corners. The latter put up a very strong and effective argument supported by facts and figures. President Mortimer of T.M.E.R.&L. Co. expressed a willingness to render this service, in fact, was anxious to do so, if some of the well known obstacles can be removed. The one great stumbling block is that the franchises held by the Company in Milwaukee only permits the carrying of passengers. To add freight service is what is termed "an additional burden to the franchise" and abutting property owners must be satisfied the same as if a new railroad was being built. Officials of the Merchants' and Manufacturers' Association were present and promised the delegation

from the country a hearty cooperation and said they would start something at once. Other matters were up for hearing, the most important being a readjustment of this street car fares on a zone system. This will effect very few interurban points. The Commission took an adjournment until Sept. 15. Prospects certainly look encouraging that our long cherished hope of freight service may be realized. It means more to Milwaukee and her adjacent territory than anything else.

OCTOBER 9, 1913

After a delay of fully a month the pipe or mains for the \$7,000 extension to the waterworks system arrived yesterday, being "switched" in over T.M.E.R.&L. Co. from the Soo line at Mukwonago. The shipment had been lost somewhere between that point and the mills in Indiana. Chas. Lang, superintendent for Birdsall & Griffiths Construction Co., who have the contract for excavating the trenches, is again on the job, and once more wears a smile. The long delay has been very provoking as the weather has been ideal.

One of our old subscribers living over at Waukesha wrote a letter of protest to the State Railway Commission in regard to a probable increase in the fares on the T.M.E.R.&L. Co. interurban lines and argues if they are going to charge first-class fares they ought to furnish first-class cars. He complains the seats are small and cramped and are none too clean. He concludes with a postscript so characteristic that most anybody can guess the name of the writer: "I was down in the Hoosier state last week and they have first-class cars on the Interurban lines. I cannot see that a Badger isn't as good as a Hoosier. Of course I wasn't in Hooppole township, Posey county, but I have no doubt they have better cars on the Interurbans there than they do between here and Waukesha."

OCTOBER 23, 1913

That it is always a pleasure to hear of the success of our friend, especially when well-earned and deserved. C.N. Duffy, vice president of T.M.E.R.&L. Co. was awarded a gold medal for the best paper read before any of the sections of the American Electric Railway Association held in Atlantic City, N.J. last week. Mr. Duffy's practice as a public speaker at the different car line openings and celebrations of "our company" accounts in a measure for the above when you consider he had to compete with Lawrence Clancey, the "old man" and other spellbinders in this neck o' the woods. Such training ought to win some kind of a medal and heretofore the leather kind was considered some honor.

NOVEMBER 20, 1913

That another encouraging sign for freight service for our interurban electric line is that West Allis people are beginning to clamor for package freight in order they may get their food supplies direct from the country and thus reduce the high cost of living. It is a city of working people and nothing could help them more than this service. Meetings are being held to discuss the necessity of granting franchises to T.M.E.R.&L. Co. to permit of it supplying same. So far as this part of interurban system southwest of that point is concerned West Allis blocks the way to the city limits.

JANUARY 15, 1914

Clint Ellis commences today stringing the wires for the new electric light line between Rochester and Honey Creek. The "juice" will be furnished by T.M.E.R.&L. Co. but the ownership of the system is vested in the Honey Creek Electric Light Co.

APRIL 2, 1914

That it is to smile when we note the Milwaukee department stores are no longer offering "free rides and free feeds" to their interurban lady customers. Only those who buy a certain amount can now have luncheon and transportation both ways. The old saying that you can't get something for nothing is again applied and, by a man too, who owns one of the principal

department stores in Milwaukee and a heavy stockholder in the electric railway line. While Charley Pfister is liberal he is no fool, and likewise a keen, shrewd business man.

SEPTEMBER 3, 1914

Construction work on the Badger electric line commenced at Whitewater over a week ago and it is interesting to note the graders are in charge of F.T. Felshaw and is much of the same outfit that did most of the work on the electric line through here, in fact, built something over one hundred miles of interurban railway for John I. Beggs when he was the genius and dominating spirit of T.M.E.R.&L. Co. This grading outfit has been building state highways in Milwaukee county and it took three days to move overland to Whitewater, a distance of 65 miles. The caravan consisting of kitchen and dining cars, sleeping quarters, horse tents, etc. The same as here an abandoned roadbed is being utilized and is easy of reconstruction. The "B" line is assured and here's good luck to the officials.

NOVEMBER 18, 1915

Each and every member of the Waterford Business Men's Association is hereby urged to turn out and be a committee of reception to the Milwaukee boosters from the Merchants and Manufacturers Association when they arrive in Waterford next Tuesday morning at 9:15. The visitors will be here until 10:40. See notice elsewhere of this trip. Inasmuch as the proposition of installation of freight service on the interurban lines will be investigated, all the farmers are urged to be present and join in welcoming the Milwaukee boosters.

NOVEMBER 25, 1915

A special train on the interurban line carrying business men of Milwaukee members of the Merchants' & Manufacturers' Association, accompanied by T.M.E.R.&L. Co.'s band, arrived in Waterford on Tuesday morning at 9:15. Over two hours were spent here and the visitors were kept busy calling on the trade, most of who had customers here. Nearly every line of business was represented. There was a delegation of fifteen from West Allis as well as a part of Milwaukee officials including Mayor Bading. Nearly every bank in Milwaukee, all the newspapers and many transportation companies had personal representatives. Vice-President and General Manager Stearns, who was accompanied by leading officials of T.M.E.R.&L. Co. gave out this important announcement, which is assurance that a freight service will be installed on the interurban lines: Package freight service will be inaugurated Dec. 1st. Express cars of a type not much dissimilar in appearance to the passenger coaches will be attached as trailers and there will be two trains every day each way. The depot in Milwaukee will be in the Public Service building and deliveries of express will be taken care of the same as by any express company.

MAY 25, 1916

An auction sale of thirty head of high grade Holsteins will be held at Chamberlain, one mile east of Big Bend on the interurban line on Saturday, May 27th, at one o'clock, by Henry Plitz. Joe Walker, auctioneer, and Thos. Kingston, clerk.

That not all patrons of our interurban railway system realize the wealth and importance of T.M.E.R.&L. Co. According to the assessment figures of the state tax commission it is valued at \$30,000,000. If heavy freight service is once installed and meets with the same popularity as package express on the interurban lines we expect to see the valuation increasing by leaps and bounds.

JUNE 8, 1916

S.B. Way, Vice President and General Manager of T.M.E.R.&L. Co. acted the part of host and seemed to assisted by every member of the official family. It seemed when on arrival in Milwaukee and a badge was handed us in the shape of a shipping tag, the occasion was a sort of celebration of the success of the package freight, recently installed on the interurban lines.

JUNE 1, 1916

The following invitation from S.B. Way, Vice President and General Manager of T.M.E.R.&L. Co., explains this eager acceptance: Mr. Ed Malone: DEAR SIR--The Milwaukee Press Club has consented to be my guests on Sunday, June 4th, on a trip over the Oconomowoc line, and I would be pleased to have you accompany us. We will leave the Public Service Building at 9 a.m. going directly to Waukesha Beach where there will be ball playing and dinner. At 1:30 we will leave for Oconomowoc for a boat trip around the lake, and we will be at Delafield to witness the evening parade of the cadets at St. Johns. Returning the party will reach Milwaukee at 6:30 p.m. I should be both pleased and honored if you can arrange to meet us on the date named and enjoy the trip with the Milwaukee boys. Round trip transportation over our lines is enclosed. Sincerely yours, S.B. Way. And our answer to the above is contained in the sentiment express in that old song: "I'll be there, I'll be there, When the perfume of roses fills the air."

AUGUST 10, 1916

That an effort is being made to have express or package service on the Milwaukee Waukesha line the same as enjoyed on the East Troy and Waterford Burlington lines. Some arrangement will have to be made to obtain right-of-way through West Allis and Waukesha as the original franchises through these cities does not allow it. Such an accommodation is highly desired and is the only means by which the interurban electric system can be fully developed and of great benefit to the farmers as well as business men. It is the one means by which the country which the electric lines pass through can be developed.

AUGUST 17, 1916

That the recent purchase of the Ayers mill property at Burlington by T.M.E.R.&L. Co. for the reported sum of \$16,000 suggests the thought that the last obstacle has been removed for hauling freight in car lots over the Waterford-Burlington line of the interurban system. This will permit the big traction company installing a Y at Burlington connecting with the Soo line and means a development of the freight service. Surely, all things work right for him who waits and Waterford's dream of a lifetime may yet be realized.

NOVEMBER 16, 1916

That surely the world do move and work will soon be so light as to be real pleasure. Electric stoves are being installed in some of the Waterford homes and the good housewives now light the fire by turning the button--no dirt, no dust, no nothing. Electric broilers, toasters, steamers and fireless cookers and aluminum ware, all neat and handy. It is said the installation and first investment are a little expensive but the big Electric Co. of Milwaukee assures their patrons the use of "juice" is far the cheapest fuel in the end, not to speak of having the cook always in good humor. Our mothers would think it a miracle.

JANUARY 4, 1917

Some of the farmers, north of the village, are having their houses and barns wired and getting light and power from the interurban line. They find it a great convenience and the price is reasonable. Among the farms getting the service are those of Wm. Craft, Albert Malchin, Elmer Jacobson and Martin Anderson.

That the big T.M.E.R.&L. Co., through its auxiliary companies, has of late years been putting forth such energy in the development of its light and power business and as a result service has been extended to most of the towns in southern Wisconsin. John I. Beggs, the former president, has had this job in hand and how well he has pushed it may be gleaned from the following news item: The loop which the electric company has been working on for some is now complete and consists of a circuit from Kilbourn City to Milwaukee, around through Lake Geneva, to Delavan, Elkhorn, Ft. Atkinson back to Kilbourn. That connection will give every city two ways to obtain current and insure an almost continuous service.

JANUARY 11, 1917

At a recent meeting of the town board of Waterford, a franchise was granted to the T.M.E.R.&L. Co. to supply light and power to the farmers through the township. It is expected that work will be started by the company in stringing up its wires in all parts of the town and that it will not be very long before the farmers will have their houses as well lighted as are those of their city cousins.

That the big T.M.E.R.&L. Co. is trying to meet the high cost of living in a rather unique yet practical way. It wants to give its employees an eight hour day and also increase their wages. To do so it must increase rates, and to accomplish this the Railroad Commission has been appealed to for permission. The latter cannot well refuse.

That what long ago we heard predicted as one of the big things of this day and age is about to be realized and nothing more nor less than electric lighting and power be furnished the farmers the same as the telephone. Only this week the town of Waterford granted a franchise to T.M.E.R.&L. Co. for this purpose and poles and wires will soon be strung along the principal highways of this township. When John I. Beggs took up the lighting proposition in Wisconsin to develop and push he was looking ahead with a clear vision and pushing with a masterful hand. If anything, it is susceptible to more growth than the telephone.

JANUARY 25, 1917

That the prayer of T.M.E.R.&L. Co. has been denied in which it asked the railroad commission the privilege of raising rates in order to grant its employees higher wages and an eight-hour day. This public service corporation must devise some other plan of meeting the high cost of living and is already granting bonuses to its employees. The officials asserted that service to patrons may yet have to be curtailed on account of scarcity of help under present conditions.

APRIL 26, 1917

That you can read elsewhere in this paper of the splendid express service being provided by T.M.E.R.&L. Co. The car lot shipments are also now within reach and altogether Waterford has a sure enough railroad.

MAY 31, 1917

Beginning on Saturday, May 26th, the summer schedules on the interurban lines went into effect by the Electric Company. Hourly service from Milwaukee to East Troy Saturday afternoons, Sundays and holidays. The resorts along the interurban lines have had most of their opening on Sunday, May 27th, or Memorial day, May 30th. Waukesha Beach and other of the larger resorts opening on latter date.

JUNE 14, 1917

That the old way is usually the best and that is probably why T.M.E.R.&L. Co. has returned to the former passenger schedule in use on this line since the line was built. Note the change and don't get left.

JUNE 21, 1917

That our prediction made a long time ago that sooner or later electric light and power service would become as general as the telephone gives promise to come true in our time. Recently the farmers on High Street, west of the village, circulated a paper and it was generally signed pledging support to such a line to serve them. The only thing that hindered T.M.E.R.&L. Co. is the scarcity of labor. Then too, the farmers are inclined to wait because material is so high. The milking machines as well as other phases of dairying need power and light and the latter also spells safety.

AUGUST 30, 1917

The John I. Beggs interests in the Wisconsin Power, Heat and Light company, involving twenty-seven local power plants at Kilbourn and Prairie du Sac, have been sold to Marshall Sampson, Martin Insoll and a syndicate of Chicago capitalists. The Edison company of Chicago is behind the project, which is considered one of the largest electrical distributing deals of recent years in this country. It includes 107 miles of power transmission lines now building into Portage from various cities.

NOVEMBER 1, 1917

Through the efforts of the Milwaukee county council of defense transportation of package freight into Milwaukee over the interurban lines of the Electric Co. has been arranged and farmers living along the right-of-way can now ship their produce to city consumers direct. This has been brought about as a war measure and in order to combat the high cost of living.

Waterford shippers will benefit because of the new ruling as freight shipped from this place has been held up at the outskirts of Milwaukee from which place it was delivered via auto, trucks, etc. in the past. Now it can be delivered by the company to the heart of the city. The Burlington-East Troy line was the only road operated by the company licensed to carry freight but all of the lines, with the exception of the Waukesha line will now carry freight.

Alderman John Koerner is responsible for the working out of the plan. He believes that if farmers along the lines of the electric roads could ship their produce directly to Milwaukee, it would greatly increase shipments of farm produce, and that freight charges would in themselves be a large reduction in the cost of goods to the consumer, as Mr. Koerner believes that freight could be hauled more cheaply by the Electric line than over steam roads.

NOVEMBER 15, 1917

An increase in fares on the interurban lines of The Electric Co. running out of Milwaukee will be asked for soon, according to President J.D. Mortimer. Hearings before Commissioner Carl D. Jackson of the state railroad commission on the petition of The Electric Co. for increased street car fares and modification of the zone system, began Nov. 7, at Milwaukee. City Attorney Williams has filed a cross petition asking for a reduction in electric service rates in the city.

This is the beginning of a fight which is expected by the Milwaukee city attorney to last several years. It is not believed that the hearings before the commission can be ended within six months. The principal fight will be over the valuation of The Electric Co. properties.

MARCH 14, 1918

The Milwaukee Electric Railway and Light Company is planning to raise the fares on its line between Waterford and Milwaukee and intermediate points by increasing the mileage rate from 2 cents per mile to 2¼ cents. It petitioned the Railroad Commission on January 31 for authority to make this increase. A hearing on the company's application will be held in Milwaukee on Friday, March 15.

Charles W. Lamb, representing the company, was in Waterford Wednesday and called on the POST. He explained the purpose of the company's petition and showed the financial results of the operation of the railway department of the Milwaukee Light, Heat and Traction Company, which owns the interurban lines, during the last several years.

The present fare rate was established in January 1914 and at that time the Railroad Commission estimated that the rate of fare should be 2¼ cents per mile if the business was to

be compensatory. The company did not believe it would wise to establish a rate of fare as high as 2¼ cents and agreed to accept a fare of 2 cents per mile.

Since that fare became established, the company has been required to add materially to its property and its operating expenses have substantially increased. For the year ended June 30, 1914, the present interest earned upon the cost of the property was 4.01 per cent; for the year ended June 30, 1915, 3.01 per cent; for the year ended June 30, 1916, 3.16 per cent; for the year ended June 30, 1917, 3.36 per cent and for 12 months ended October 1917, 3.32 per cent. The rate of interest earned has accordingly been less during the last three years than it was during the year ended June 30, 1914, six months after the installation of the Commission's fare of 2 cents per mile.

The company is now experiencing large increases in operating expenses and has no way of compensating these except through collecting higher fares from its patrons. It is thus in the same position as the grocery store, dry goods store and shoemaker. We all have to increase our revenue in order to compensate us for increased costs. In 1917 copper wire cost 80 per cent more than 1915, axles 172 per cent more, car forgings 116 per cent, castings about 80 per cent, car wheels 96 per cent, tie plates 176 per cent, brass castings 80 per cent, coal 100 per cent. In the month of January the operating expense absorbed practically all of the receipts and left nothing to pay interest on bonds or dividends on share capital.

The development of the package express business will do something toward keeping down the rate to be paid by passengers because this additional business permits the distribution of common charges over two classes of business rather than requiring it to be spread over only one. We do not anticipate any serious opposition to the proposed increase in passenger fares because everyone realizes from his own experience that costs have gone up and many people have inquired how it is that we have kept fares at their old level for so long a time. We are desirous of rendering the citizens of Waterford the best possible service within the means at our command and we are glad to receive suggestions tending toward its improvement.

JUNE 13, 1918

Although its petition for an increase in interurban fares is still pending before the state rate commission at Madison, T.M.E.R.&L. Co. through big advertisements in the Milwaukee papers is threatening to curtail interurban service on the grounds that it is losing money on such lines. Any such curtailment is bound to injure many small communities, including this village; but it is not thought probable that the rate commission will stand for the abandonment of the lines.

According to the ads in the Milwaukee papers the company will take some decisive action on the matter about June 15. In this connection it is interesting to note what City Attorney Clifton Williams, of Milwaukee, has to say on the matter. The Evening Wisconsin quotes him as follows: "The Electric company's threat, or rather intimation that it may cease to operate certain of its interurban lines contains some childish talk. The company can't stop operating its suburban lines at this time. It has a petition before the railroad commission, asking for a re-adjustment of its fares, and until that petition has been disposed of it is unreasonable to expect that the company will stop those lines. No one knows what the commission will do on that petition and I would advise the people patronizing these suburban lines to dispel any fear at this time that the cars will stop running."

JULY 11, 1918

Interurban fares jumped from 2½ cents a mile to 3 cents flat, last week when the Wisconsin railroad commission authorized T.M.E.R.&L. Co. to increase its rates in order to make its many rural lines self straightened out, the new rates will go into effect on the local line.

In arriving at its decision the commission says: "It can be definitely said that the earnings of the interurban lines for interurban service have at no time been reasonable return upon investments and that the rate of fares fixed in this order will probably not be sufficient to give a fair return for interurban service. Increased cost of material and labor are constantly affecting the rate of return."

The commission expressed the belief that a somewhat lower fare than 3 cents would be found advantageous to the company, for the reason that it would encourage patronage. It is recommended that the company file a schedule providing for commutation rates. The commission orders that the sale of mileage books be discontinued, any mileage books outstanding to be honored for six months.

The order states that the present system of transferring from a Milwaukee local to an interurban car is not changed. The new order means that the many local patrons of the interurban, will have to pay as much for riding on an electric as they do on a steam road.

JANUARY 9, 1919

For the first time since the interurban line began running their cars, there was no passenger service between this village and Milwaukee last Wednesday. No freight was handled except milk or perishable goods. It was New Year's day and as usual a member of our people had planned on spending the day with their city friends but saved their money and begun the new year in a quiet and orderly manner. Following the suspension of work by about 1,000 conductors and motormen on account of T.M.E.R.&L. Co.'s refusal to increase their wages there were no cars running in the city or on the interurban lines. The new schedule of wages for the men will run from 36 to 46 cents an hour, according to their length of service, the wage increase being 4 cents an hour for the men in service the shortest length of time and the 7 cents increase to men in service sufficient time to allow them the maximum scale. The arrangement is to have the increased wage schedule remain effective until February 1, when an accounting is to be made and a decision arrived at as to whether the revenues will stand the increased raise.

SEPTEMBER 25, 1919

At a meeting held at the POST print shop Tuesday evening the matter was discussed at some length and a committee composed of Henry Plucker, Louis Noll and Herman Halbach was named to secure options on sites along the village right-of-way of the T.M.E.R.&L. Co. This company will make its report at the public meeting called for Monday.

JANUARY 22, 1920

While Milwaukee is bent upon killing the goose which lays the golden eggs by hampering interurban travel, Racine is linking herself with the prosperous western end of the country through the construction of modern cement roads which will in time to come prove to be great trade incubators. With a little progressive boosting the Racine merchants, wholesalers and retailers, can lure the goose to their own corporate limits, which will mean a greater and a better Racine county.

For many years past, and more especially since the completion of the Burlington-East Troy interurban line, all the trade from this section has gone to Milwaukee. This has come about naturally as those forced to trade out of town have found it easier to reach the Cream City than to get to the county seat.

In the early days the wholesale dealers of Milwaukee were the only ones who tapped this golden tide. When the interurban was completed however, the retailers also benefited. Practically the only time many of the people of this section have ever been to Racine was when called there for jury duty.

Now that the Milwaukee city council has secured a court order restraining the interurban lines from running cars into the city on and after February 1, much of this trade will go to Racine--where it rightfully belongs. Village merchants will buy their stock where they pay their taxes; village pleasure seekers don't want to transfer into crowded city cars which stop at every corner, and will go elsewhere and village belles will become acquainted with the big stores of the county seat.

The residents of this section did not trade in Milwaukee because they liked Milwaukee better than they did Racine, but simply because it was easier to get to Milwaukee than it was to Racine. Other things being equal, they would rather boost for the county seat as a boost for Racine is a boost for the county.

It's up to the Racine merchant to grasp this golden opportunity. They should do everything in their power to prove to the people of this district that their merchandise is just as attractive as that secured in Milwaukee. Wholesale dealers should get into touch with the retailers of the rural sections. The great east and west cement road is a step in the right direction; an auto truck line which can use it would be another step. If Milwaukee don't want that golden goose, let Racine build it a roost.

MAY 13, 1920

Tracking privileges were granted to the Vogler-Schillo Co., by officials of the T.M.E.R.&L. Co. last week, and work on their local cucumber receiving station will be started soon. Manager Christenson was here, last Thursday, looking over the ground secured on the east side of the traction company's right-of-way. This land was owned by Wm. Craft and will make an ideal location.

A spur track is to be laid as soon as possible which will make it easy to load the pickles which will be shipped to the head plant at Chicago. Many farmers in this vicinity have contracted to raise cucumbers for the company which expects to do a big business around here. The company pays the farmers \$1.25 a bushel for prime cucumbers and at a sliding scale for every cucumber accepted at the station. Seeds are sold at cost to those wishing to try out the proposition. A supply of seed has been left at the Waterford POST office which will be given out upon request.

Mr. Christenson is enthusiastic over the possibility of starting a factory here. He says that if enough farmers can be interested, a sauerkraut factory may be started at Waterford. Land around here is admirably suited to cucumber and cabbage cultivation but the two lines have never been tried out, as the markets were so distant. Now however with a cucumber station located right in the village on the electric line, this trouble will be eliminated.

AUGUST 20, 1920

Preliminary arrangements for securing a "Y" connecting track between the Soo line and the electric road at Burlington were made at a special meeting held at that city last Friday. A committee composed of Louis L. Noll, H.A. Halbach, Raymond Bryant, M. Hoevel, Wm. Sanders, A.S. Titus, L.C. Bullmore and E.H. Miller, representing this village, met with a committee of Burlington businessmen headed by Attorney Geo. Walter and E.F. Rakow, indications are the "Y," which will be of great benefit to this village, will be laid as a result of action taken at that time.

While this "Y" is not of any special benefit to the people of Burlington, they are giving their whole hearted cooperation to the local business men in their efforts to get the accommodation. The T.M.E.R.&L. Company, it is understood, is perfectly willing to have the track laid and it is thought that Soo Line officials will also be willing to assist in the matter.

By having a "Y" laid near the Nestles Food company plant, Waterford will be given steam railroad connections as shipments can then be switched from the steam road to the electric and pulled to this village. It will also be a fine thing for stockmen as the many shipments of livestock sent to the Chicago market from this vicinity can then be loaded at the local terminal instead of Honey Creek. Attorney Geo. Walter, who was largely instrumental in having a similar "Y" siding laid at Burlington to connect the Soo line with the St. Paul road, is going to help the local men in getting out their petitions to the Railroad Rate commission. He has all the necessary forms for this preliminary work and is well acquainted with the correct procedure.

At this meeting a plan for routing electric cars from Burlington to Milwaukee direct was discussed. The Burlington people are anxious to have the cars go to Milwaukee instead of having to change at St. Martins. Petitions are to be circulated within a short time and the matter will be referred to the traction officials. Such a plan would be most convenient for everyone along the Burlington line as many times they are forced to wait in the cold at St. Martins for the East Troy car. Local businessmen will assist in putting this plan through.

MARCH 10, 1921

The first steps have been taken toward through passenger service for the Waterford, Rochester and Burlington section of the T.M.E.R.&L. Co. railway. The battle is on the the POST is exceedingly optimistic about the results. The Waterford Commercial Club at a recent meeting passed a resolution which was to be presented to the T.M.E.R.&L. Company asking the Company for through passenger service to Milwaukee for Waterford, Rochester and Burlington. Right there is found the first and most important part--the statement of the desire--the wanting something we are willing to work for. Then the second step was taken when the Club appointed A.G. Scheele, L.C. Bullmore, A.S. Titus, R. Bryant, W. Sanders, Dr. M.T. Huber--men who know no defeat--a committee on transportation. The third step was taken when four members of this committee, Scheele, Bullmore, Titus and Bryant, took time on last Thursday to go to Milwaukee and present the above named petition to the president of the T.M.E.R.&L. Company, going in person and not leaving it the petition, to the care of the mail. Then comes an important element in the working out of this matter, the president of this company is none other than John I. Beggs, who was for years a personal friend of our former editor and much loved townsman, Edward Malone, who was always seeking new ways of helping his home town. The fact that this group of men came from Ed. Malone's home town, gave them Mr. Beggs' attention immediately and while he could make no definite promise as to the service, he did promise to give the petition careful consideration and further promised to visit Waterford in the near future. Two promises that keep hope alive. This is the first time that this request has been presented to the company for their consideration. With the increased daily travel on this section of the line to and from Milwaukee we feel that our Commercial Club is justified in asking for this through service, Rochester and Burlington are also interested, we are told. With these two neighboring communities adding their influence to Waterford's and with Mr. Beggs personal influence we feel sure the time is not far distant when we may ride directly to Milwaukee over the T.M.E.R.&L. railway without changing cars.

AUGUST 24, 1922

Following the death of Mr. Thompson his sons took charge of the business, at first on the old site on the west side of the Fox, but latter moving the yard to the site near T.M.E.R.&L. Co.'s station on the east side. Offices were built as well as lumber sheds and the business conducted there until it was sold to the Wilbur Lumber Co., of which George H. Wilbur, of Waukesha, was president. This transfer was made, May 28, 1917, and the Wilbur Lumber Co. with headquarters in Milwaukee, formally took possession of the Thompson Lumber Company with Charles E. Confer as local manager.

MARCH 15, 1923

One of the worst March blizzards in recent years swept Waterford and vicinity Sunday night and Monday, when our village was practically isolated from the outside world. The heavy snow was several inches thick and in many places drifted up to four feet in depth and clung to wires and trees bending them to the ground. Interurban street car service on the Milwaukee Electric Railway & Light Co. line was completely prostrated between Burlington and Milwaukee until Tuesday morning. The electric light system was badly crippled, and the telephone service was also halted on nearly all lines.

OCTOBER 22, 1925

The death of John I. Beggs, capitalist, street car magnate and dominant figure in Wisconsin industrial and financial circles for over a quarter of a century, on Saturday, October 17, will bring to the minds of our older readers the days when his name appeared weekly in the columns of the Waterford POST.

It was in 1897 that Mr. Beggs came to Milwaukee to stay as president of the Milwaukee Electric Light and Railway company. He brought the company from bankruptcy to solvency and then began to expand the lines to meet the needs of the rapidly growing city of Milwaukee.

Our own interurban line was a result of that expansion and during the months and years the plan was formulating and being carried out John I. Beggs was a frequent visitor in our village.

In his early days in Milwaukee Mr. Beggs showed himself capable of handling every job connected with a street car system or with an electric light plant. He was the first man on the job and the last to leave and, during strenuous times--such as handling 100,000 people to and from the state fair grounds in one day--he could be seen personally directing the job. It is remembered, too, that before our interurban line was built he walked over every foot of the proposed new line from Milwaukee to Burlington that he might fully understand every obstacle and know the best way to overcome it.

OCTOBER 28, 1937

Substitution of motor bus and truck service on parallel highways for interurban electric railway service between Burlington and St. Martins is planned by The Milwaukee Electric Railway and Light Co., according to announcement this week by R.H. Pinkley, vice president.

The Burlington branch covers a distance of 20 miles and was established in 1909. Waterford, Rochester, and Wind Lake are other communities served by it. Petition is being made to the public Service Commission for approval of the proposed change, it was stated.

"The patronage of this interurban railway line is not sufficient to justify its continued operation," said Mr. Pinkley.

"Substantial expenditures made between 1926 and 1930 to provide improved equipment and a faster Rapid Transit entrance into Milwaukee failed to revive the dwindling patronage on this line.

"For some years, revenues of the line have been less than the direct costs of operating the service. In addition, costly reconstruction of tracks and roadbed structures between St. Martins and Burlington is now necessary if operation of this line is to be continued. Present earnings and future outlook do not justify such capital expenditures.

"The only solution, in our opinion, is the abandonment of railway service and the substitution of motorized equipment.

"It is planned to operate passenger service by motor bus between Burlington and St. Martins, where the buses will connect with interurban trains for Milwaukee. Freight and express can be carried by the Motor Transport Co., a subsidiary, which already serves the same stations.

"Modern concrete highways and the modern motor car have made sharp inroads into the interurban railway business. Nearly all of the interurban railways in the country have been abandoned except a few of those operating between large cities. T.M.E.R.&L. Co. has been almost alone in continuing to operate interurban railways having the characteristics of the Burlington line.

"The abandonment now proposed has been delayed for a number of years beyond the time when such a step should normally have been taken. During that time large amounts have been expended to improve the line and many other steps have been taken to attract traffic and place the line on a self-sustaining basis. We regret that these efforts have failed."

NOVEMBER 4, 1937

An announcement that application has been formally made to the Public Service Commission for abandonment by the T.M.E.R.&L. Co. of the rail line between Burlington and St. Martins, was received by the *POST* this week. The notice, dated November 1, indicates that the application was filed October 29th, and that the date for the hearing of the application will be set within ten days, which will perhaps to be sometime before November 8th. This does not mean that the hearing will be set for this time, but a future date will be decided upon within the ten-day period.

The announcement states in part, that "all hearings before the Commission are open to the public and all persons interested are invited to be present if they so desire". Inasmuch as Waterford will be vitally affected by such a move, there will doubtless be a representation from this village, as well as from other points along the line who are likewise affected.

Since the announcement many persons feel that while the passenger business may not prove profitable, freight shipments would perhaps show a profit if the line were maintained for that purpose only. Bulk freight shippers are concerned by the move. It may well mean the loss of the local pickle plant; the loss of all cabbage shipping which now brings some business to the village; coal and lumber, too will be affected by this move.

The notice of the Commission, reads in part as follows: NOTICE OF INVESTIGATION AND ORDER FOR ASSESSMENT OF COSTS Whereas The Milwaukee Electric Railway and Light Company under date of October 29, 1937, filed with the Commission a petition requesting authority to abandon its line or branch of electric railroad extending from St. Martins, Milwaukee county, through the Village of Rochester and Waterford to the City of Burlington, Racine County, Wisconsin, totaling approximately twenty miles in length;

NOW, THEREFORE, NOTICE IS HEREBY GIVEN that the Commission has entered upon an investigation of said matter and that after the expiration of ten days from the date of service of this notice and order, the undersigned will proceed to fix a time and place for hearing said matter, at which time and place any person interested may appear and present such evidence as may be proper in the premises; and WHEREAS the Commission deems it necessary, in order to carry out the duties imposed upon it by law, to investigate the matter and finds that the expenses reasonable attributable to such investigation should be assessed against and paid by the said Milwaukee Electric Railway and Light Company; pursuant to the provisions of

of Section 196.85 of the Wisconsin Statutes; NOW, THEREFORE, IT IS ORDERED that the expenses of such investigation which are reasonable attributable to such investigation be assessed against and paid by the said Milwaukee Electric Railway and Light Company, pursuant to the provision of Section 196.85 of the Wisconsin Statutes; and NOTICE IS HEREBY GIVEN to The Milwaukee Electric Railway and Light Company of the above order and of the Finding of the Commission for the necessity for such investigation and of the finding of the Commission that the expenses of such investigation will be assessed against and collected from the said Milwaukee Electric Railway and Light Company. Acknowledgment of service of the above order will likewise constitute acknowledgment of the notices as above set forth.

Dated at Madison, Wisconsin, this 1st day of November, 1937. PUBLIC SERVICE COMMISSION OF WISCONSIN ROBERT A. NIXON, Commissioner. R. FLOYD GREEN, Commissioner

NOVEMBER 18, 1937

Word was received in Waterford this week from the Public Service Commission of Wisconsin that a hearing on the proposed abandonment of the T.M.E.R.&L. Co. line from St. Martins to Burlington, will be held in the city of Burlington at the city hall on Monday, November 22, commencing at 10 a.m., at which time evidence will be taken and those interested will have an opportunity to be heard.

Much concern has been felt regarding the proposed abandonment, especially from a freight angle, since there is represented along the line proposed to be abandoned, much outlay of capital which depends heavily upon the service of this rail line for bulk freight shipments.

Those who receive shipments of coal, lumber, pickles, feed and other articles, as well as cabbage shippers, which during certain seasons are big users of freight service, will be vitally affected by this move. Though the less-than-carload shipments can be handled very easily over motor transport lines, there is certain to be an increased cost if it becomes necessary to truck out the bulkier freight shipments. This will mean either higher costs, against which concerns along the line will be unable to meet competitive prices of other concerns more fortunately situated, or go out of business entirely.

The Village of Waterford has gone on record as vigorously opposing the move, while the local Civic club will do all in its power to show the Commission the need, at least for the freight line.

Burlington, we understand, also will oppose the abandonment, and the City Council has appointed a committee, as well as the Burlington Chamber of Commerce, which likewise feels that the loss of this means of transportation will be a blow to them. Individuals who are affected by this move, are requested to appear at this hearing, with substantiating sworn evidence, showing cause why abandonment of the line should not be permitted.

Aside from the abandonment angle, there also will be considerable loss from the taxation revenue side, since to abandon the line will mean a lower valuation with a consequent lowering of tax revenues, both to the state, the county, towns and village through which this line runs.

Passenger service is planned to be handled by buses from Burlington to St. Martins on a regular schedule where it will connect with trains arriving and leaving from that point to and from Milwaukee. There is no change being asked regarding the line from St. Martins to East Troy, where it is said that that line is as yet self-supporting. Already the local agency has been abandoned and local agent, Wm. Bullmore has been transferred to Racine where he will

be employed in the transportation department.

While there can be no denying the fact that the road is at present operating at a loss, it is felt that some adjustment can be made in train schedules wherein it can, at least, be made to be self-sustaining. Four trains per day, both ways, or a total of eight trains a day through the village are now necessary under the public Service Commission ruling. There seems little room for doubt but that this order can be amended substantially to operate on a drastically reduced schedule, and still leave at least service for the bulk shipments. Vigorous opposition is expected to be voiced and a committee of the Civic club is working on the problem to obtain sufficient evidence to present to the hearing that will bear weight with the Commission.

The communication from the Commission, setting the date for the hearing, is as follows:

WHEREAS The Milwaukee Electric Railway and Light Company under date of October 29, filed with the Commission a petition requesting authority to abandon its line or branch of electric railroad extending from St. Martins, Milwaukee county, through the village of Rochester and Waterford to the City of Burlington, Racine County, Wisconsin, totaling approximately twenty (20) miles in length; and WHEREAS the undersigned Commission did on the 1st day of November, 1937, serve upon you its notice to the effect that after the expiration of ten days from the date of service thereof said Commission would proceed to investigate the matter set forth therein; and WHEREAS, more than ten days have elapsed since service of said notice; THEREFORE, NOTICE IS HEREBY GIVEN that a hearing will be held in said matter on November 22, 1937, at 10:00 o'clock A.M. at the City Hall in the City of Burlington, Wisconsin, at which time and place all persons interested may appear and present such evidence as may be proper in the premises. Dated at Madison, Wisconsin, this 12th day of November, 1937. PUBLIC SERVICE COMMISSION, OF WISCONSIN.

Wm. M. Dinneen, Acting Director. We cannot stress too strongly to shippers and business concerns to make it their business to appear at this hearing and have with them sworn statements and other evidence which can be presented as supporting any verbal statements which may be made by them.

NOVEMBER 25, 1937

Presenting every possible argument at its command, the Village of Waterford and the surrounding community, interested in the preservation of the only rail line leading into the Village, laid testimony before the Public Service Commission on Monday afternoon, showing the crying need for transportation facilities for the more bulky articles of freight, viz.: coal, lumber, pickles, onion and cabbage, which are handled in carload quantities.

The hearing was opened with a brief statement by the Commissioner, stating the purpose of the meeting and limiting the evidence to sworn testimony only. Attorney Shaw, acting for the Milwaukee Electric Railroad and Light Co., placed the company statistician on the stand and presented evidence showing the very small increase in population in the territory served by the road. He then presented evidence showing the rapid growth in automobile and truck registration over a thirty-year period, and a comparison of the road's revenues over a like period. Purpose of the evidence was to show that it would be unlikely that freight and passenger traffic would be liable to increase an appreciable amount in the years to come.

It is interesting to note from the figures submitted, which are taken as acceptably accurate for this purpose, that in the year 1910 there were less than 6,000 automobiles registered in this state. This community, served by the line which it is proposed to abandon, had a population at that time of about 10,500 persons. Comparing these figures with 1930, we find but a small growth in population in this section, amounting to slightly over twelve

thousand people, and an automobile registration in the state of almost 800,000. Passenger revenues during the period of 1910 amounted to \$34,774.00; in 1920 it increased to \$73,591.00 and in the years leading up to 1930 it decreased sharply to a level of \$26,167.00. For the past twelve months, ending September 30, 1937 the estimated passenger revenue dropped to \$ 13,203.00 for the St. Martins-Burlington run.

It can thus be easily seen that the line has been losing considerable business, especially during the past several years when revenues have dwindled seriously. The apportioned loss on the St. Martins-Burlington line was presented as being \$7,823.00, but only when a depreciation charge of something over ten thousand dollars had been added to the list of expenditures for the past twelve months ending September 30th, 1937.

It was disclosed that slightly over three hundred car-load shipments were either shipped out or received over the St. Martins-Burlington line during the past year.

In defense of the abandonment proceedings, the Village Board of Waterford, and the community, represented by Nettie Karcher of Burlington, showed that it would be necessary to haul car-load shipments from either Burlington or Honey Creek at an added expense eventually, to the consumer, or if the local dealers were to absorb the loss it would probably mean ruinous competition and going out of business.

Jessie Allen, testifying as a representative of the Volger-Schillo Pickle company, who have a receiving plant in the village of Waterford, endeavored to show that removal of track facilities would be likewise ruinous to their business in the village, and that amount of between \$30,000 and \$40,000 are paid out annually to pickle growers in this region--a loss to the community if the rail line were abandoned. Barney Alby, as a member of the Village Board, testified that generally, shipments of merchandise which are shipped into this village, would have to be trucked at additional expense from either Honey Creek or Burlington.

Jessie Healy, representing the Waterford Mills, testified in like manner, that their carload shipments, which are numerous, would have to be retrucked from Honey Creek. It was brought out also that the road from Rochester to Honey Creek was of macadam structure and limited to loads not in excess of 15,000 pounds; that at the present time it is actually limited to 10,000 pounds and in some seasons of the year it would be limited to eight thousand pounds, thus making it impossible to move bulk freight in large trucks carrying loads in excess of this weight over that highway.

Counsel for the T.M.E.R.&L. Co. endeavored to show that it was just as practical to truck freight from Burlington as from Honey Creek, stating that the distance was about the same, or but very little more and over better roads. Local shippers, however, rebutted that it was more practical to receive shipments at Honey Creek over a road where traffic was not so heavy and the hills and curves were less of an effort to negotiate with heavy loads.

Chairman Randolph Runden, of the Town of Norway placed Mr. Hoerner on the stand who testified that he located his Norway farm in that spot because of the availability of rail transportation; proved that he was a large shipper of farm produce, largely cabbage and onions, and that abandonment of the line would do injury to his business and lessen his returns as a result of the extra trucking which would come as a result. He also brought out the fact that trucking onions in the winter time to either Kansasville or Union Grove would be so far that the produce would likely become frosted enroute to the refrigerator cars.

Hawley Wilbur, of Milwaukee, representative of the local Wilbur Lumber company, testified that the additional handling of coal shipments would likewise create a hardship on the company and perhaps become the victim of competition which may be more favorably

situated. John Lehman, of Rochester made like testimony, as did Matt Hoevet, local Wilbur manager.

Toward the end of the hearing some discussion regarding the type of bus service which the T.M.E.R.&L. Co. planned to substitute was entered into. It was indicated that four round trips per day were planned at the outset. A representative of the Central Trailways system was present and asked that the restrictions which are now placed on their lines coming into this territory, which prevent them from picking up and discharging passengers between Milwaukee and Burlington, be lifted. The Commissioner ruled, however, that the discussion of bus service was out of order, since the hearing should be held to only a discussion of the abandonment proceedings.

Attorney Nettie Karcher, inquired as to when the abandonment would take place, or about when, and received a reply from the Commissioner that the question was placing the cart before the horse; that it has not as yet been decided that the line would be abandoned. Inquiries whether or not the transportation affairs of those so affected could Counsel for the Electric Company made be cared for by March, 1938, which either may or may not be an indication that abandonment is planned for that time if the Public Service Commission rules favorable to their petition.

Many persons feel that the entire affair is practically "cut and dried" and that abandonment is practically certain to take place. Not a little resentment is felt toward the action of the company in leaving the community "high and dry"--stranded. Many persons feel that inasmuch as a heavy revenue is accruing to the company through the purchases of electric light and power service, they could furnish the community with at the very least, a skeletonized freight service, if only tri-weekly service--sufficient to handle the car loadings in and out of the communities.

What will happen can, however, be only guessed at Attorney for the defense reserved right to present oral argument before the Commission in summation of the evidence presented, which right was granted. Transcription of the testimony and a review of the case in Madison will be made by the Commission, and a decision will be handed down in due time. Meanwhile, we can but wait with patience for the outcome. That it will wreak a hardship upon the community cannot be denied. All of us will suffer in like proportion.

DECEMBER 9, 1937

Tuesday of this week representatives of the Waterford Civic club, members of the Village Board, and interested citizens, as well as a delegation of citizens from Burlington, appeared before a hearing of the Public Service Commission, which was held in Milwaukee, relative to the granting of a franchise for bus service to the T.M.E.R.&L. Co. in St. Martins, from Burlington. The petition for the hearing is in connection with the proposed abandonment of its rail line through the village to Burlington.

At the same time, a petition from the Peoria Bus Company was presented and heard before the Commission. The Peoria line comes through Waterford several times a day, but is at present prohibited from carrying passengers between Burlington and Milwaukee by order of the Public Service Commission, since the T.M.E.R.&L. Co. now holds exclusive franchise on that service over their rail lines.

The purpose of local representation was to present a request for some form of through service instead of the time-consuming and unwieldy measure of transferring at St. Martins from interurban trains to buses. Since there is now at least one bus line going through the village, it is argued that this line could just as well pick up passengers to and from Milwaukee, rather than a separate service. The Peoria line is asking that the present

restrictions be removed and permit them to pick up this traffic, since it will make but little difference to this line whether the passenger traffic between Burlington and Milwaukee is of a paying nature, because they are coming through here regularly anyway.

On the other hand, if bus service by the T.M.E.R.&L. Co. does not show a profit, another move will likely be taken to abandon the bus service and Waterford may find herself without available means of transportation. Burlington is likewise interested in this same type of service. No decision will be given on the two petitions until a later date when the Commission will go over the evidence, and consider the wishes of the public in this respect and hand down a decision.

JANUARY 27, 1938

Southern Wisconsin experienced an unusually heavy rainfall Sunday night and Monday forenoon when 2.8 inches of rain fell over a twenty-four hour period, only to turn to snow of blizzard proportions Monday afternoon, which continued to drift seriously enough to hamper traffic.

Commencing with a steady downpour Sunday night, it continued throughout the night in a ceaseless drizzle which in reality was considerably heavier than most people had anticipated. Many residents were surprised when they awoke Monday morning to see ponds dotted about the landscape, with some basements being flooded during the night. Gullies, formerly dry, were transformed into fast-flowing rivulets and Fox River rose several feet in but a few hours. Many roads were covered with water and the dam at Big Bend, the top of which forms the surface of Highway F at that point, was washed out.

Many cars were stalled along the roadway as they attempted to negotiate inundated roads, only to have water sprayed over the engines. Ice jams in the vicinity of Burlington caused considerable concern for a while when a general break-up of ice was experienced in the White River, which flows into the Fox near Burlington, and for a time threatened the bridge of the T.M.E.R. & L. Co. A charge of dynamite successfully broke up the jam, but large cakes of ice, reported ten to twenty feet long and 18 to 20 inches thick, continued as a menace to the wooden piling. Where highway 11 crosses the White River west of Burlington, the water level almost reached the crest of the underpass. Normally the water at this point is but a slow, lazy stream.

Flood waters have receded considerable as freezing weather and blizzard conditions prevented further melting of a heavy snowfall, but roads were yet hazardous Wednesday and in some places cars and trucks broke through ice where water covered the roads.

School attendance in the village, however, was practically normal, although some of the rural schools in the state were reported to have closed for a day or two. Temperatures of ten above were reported Wednesday morning and weather stations report that another cold wave is about to strike, bringing sub-zero temperatures. The local coal yards have been busy making deliveries as people anticipate a long, cold snap.

MARCH 24, 1938

Advices received here last week bring to a close a chapter in the transportation history of Waterford when the Public Service Commission at Madison issued abandonment orders to the T.M.E.R.&L. Co. to abandon its electric line between St. Martins and Burlington and sustained the Midland Bus line as a means of passenger transportation between Waterford and Milwaukee.

Efforts on the part of Waterford citizenry, as well as Rochester and Burlington to forestall the abandonment have been unavailing, although residents were daring to hope that they had perhaps accomplished their purpose when they found a decision failing to come through within what was felt to have been a reasonable length of time.

The petition of Waterford, who was probably the most vitally concerned in the matter, to have the Peoria bus line furnish the passenger transportation, was likewise without results, since the Commission has ruled that the Midland Coach company would better serve the residents of this and adjacent territories to greater advantage. In viewing the ruins of a lost hope and a vain effort, Waterford has miserably failed to accomplish what she desired, but by no means do we consider it because of inaction or even improper moves. There will be some inconvenience, doubtless, with the removal of the line which shall and will be successfully overcome and probably the greatest handicap will be the resulting readjustment with which it will be necessary to become familiar; old orders must change to meet the new conditions. A few of the businesses in Waterford will suffer as a result.

In a conversation with an official of the T.M.E.R.&L. Co. as to the probable date of abandonment, it was said that no definite date had been decided upon at the time of going to press, but that adequate announcement to this effect would be made.

APRIL 7, 1938

Waterford and other communities between St. Martins and Burlington, which are served by the T.M.E.R.&L. rail lines, have definitely lost their valiant fight for continuation of rail freight service according to an announcement from Traffic Manager H.G. Monger, of the Electric Company, who advises that service on that line will be discontinued with the close of business on May 1st.

Just what effect the abandonment will have on Waterford industry is uncertain to date, since the industries which are vitally affected have not as yet made definite plans. Car-load shippers will be the most seriously affected, more especially the Wilbur Lumber company, who ship in coal, lumber and cement; the Vogler Pickle factory, and Waterford Mills. In all probability shipments will be made to Honey Creek via the Soo Line and thence hauled overland to Waterford and other destinations. No definite plans have been announced by any of the firms.

While it is true that practically all of the less than car-load shipment can be handled by the motor transport, the car-load lot shippers are very seriously affected.

Commencement of bus service through this village will start as soon as the electric line ceases business. It is reported that seven round trips daily between Burlington and Milwaukee will be inaugurated, which of course, should provide adequate passenger transportation without the inconvenience or necessity of transferring to cars at St. Martins. The announcement which was received here this week, reads as follows: "Interurban railway service between Burlington and St. Martins will be discontinued with the close of business on May 1. Abandonment of the line was authorized March 11 by the Public Service Commission after public hearings. Freight service now operated by the Motor Transport company, a subsidiary of the Milwaukee Electric company, will be continued. In another order also dated

March 11, the Public Service Commission authorized the Midland Coach lines to establish motor bus passenger service between Burlington and Milwaukee over Highways 36 and 41. The abandonment of interurban railway service is scheduled to coincide with establishment of the new bus service."

APRIL 28, 1938

The closing chapter of Waterford's transportation system, the T.M.E.R.&L. Electric line, which for over 30 years has served this community day in and day out, will haul its last load some time before midnight of May 1st, after which the line will be formally abandoned as a public transportation system. Competition with modern day motor trucks, and a decline to almost nothing in passenger traffic as the result of private automobiles and good roads, has made the move necessary, since it no longer will pay back to its owners sufficient revenue to pay for operating expenses, taxes, depreciation and a profit.

Waterford looked forward in those dim days of the past to the time when the electric line would come through. Editorials and stormy comment from the pen of the late Editor Ed Malone of the POST, furnished much interesting material to the readers at that time, and later the succeeding episodes of the "yellow-devil" cars and their similarity to an egg omelet created with John I. Beggs, then president of the road, real recognition for Waterford, and finally a lasting friendship between the two men. It was thought at that time that the coming of the electric line would be a real boon to Waterford, but it didn't materialize to an appreciable degree. For many years, however, the road showed a handsome profit and the transportation business was good, primarily because there was no better means. With the coming of the fast motor truck, the high-speed passenger automobiles, together with good roads, business began to dwindle until of late years the road has been more or less of a burden to its owners.

Abandonment of the line was hard-fought but losing issue with Waterford and Burlington, the primary concern being with those who used the line in car-load shipments such as lumber, implements, coal and feed, and other bulk shipments. Arrangements are now in process for the handling of these shipments either to Burlington or Honey Creek where they will thence be handled overland by trucks to Waterford. Likewise the Midland Coach Lines, who will handle the passenger traffic between Milwaukee and Burlington have made arrangements for ticket offices, the one in Waterford to be at Zimmer's Drug. Further details of ticket offices and time schedules are announced in an ad which will be found on the back page of this newspaper.

ROCHESTER

Rochester was named for Rochester, New York, because some of the earliest settlers came from there. Joshua Hathaway, an early surveyor, attempted to name it Waukeeshah and inscribed the name on an oak tree there. This is a Potowatomie word meaning "Fox" which was a favorite Indian name for a winding river whose course resembled the trail of a fox.

Levi Brown Godfrey and John B. Wade came in the fall of 1835, intending to locate at Burlington. Upon their arrival, they found parties already in possession of the land they desired, so they moved about five miles north. Levi settled at the "forks", where the Musquequack River and the Fox river join. He built a log cabin, which was the first home in Rochester. He brought his family in the spring of 1836. Mr. Godfrey built an inn to care for the incoming settlers known as "Godfrey's Tavern". This was also the first Post Office with Levi serving as the Postmaster. The first sawmill was built in the fall of 1837 by Martin Whitman. It burned down two years later. Philo Belden, in 1839, rebuilt the sawmill and later operated an iron foundry. Dr. Solomon Blood was the first physician, coming in

1839. A scourge of small pox set in during the fall of 1839. Under quarantine, no one was allowed to leave or enter the village. The wife of Levi Godfrey died from the disease.

Mr. Orlin Wright, a cabinet maker, came in 1840 and set up shop. His chairs, tables, and bedsteads were the first manufactured within a distance of sixty miles west.

In 1838, Richard E. Ela came to Rochester and made fanning mills which he sold himself the next season. His business increased from year to year, and as it did, so did his shops and number of employees. He finally branched out into manufacturing wagons, carriages, and plows.

In 1842, Jerome Increase Case came to Rochester and made his first threshing machine. The young man purchased six threshing machines, which he brought with him. Going to Racine, he sold all but one going from farm to farm. In the winter of 1843-44, he succeeded in making a thresher and separator combined after a model of his own invention. Space was a problem for the manufacturing of his invention and since the railroad passed up Rochester over Beloit, a move to Racine was made.

In 1848, plans were made for an elaborate plank road from Racine to Burlington, but by 1857, it was abandoned because of lack of funds.

The Rochester Seminary was founded in 1866 and ran until 1890. It was replaced in 1894 by the Academy, which continued until 1910 and served as a preparatory school for Beloit College. In 1912, under a Wisconsin legislative act of 1901 and by order and plan of the County Board, Racine County School of Agriculture was established on farmland at the south end of Rochester. Young men and women would travel by interurban to and from school. Some would stay at the dormitories.

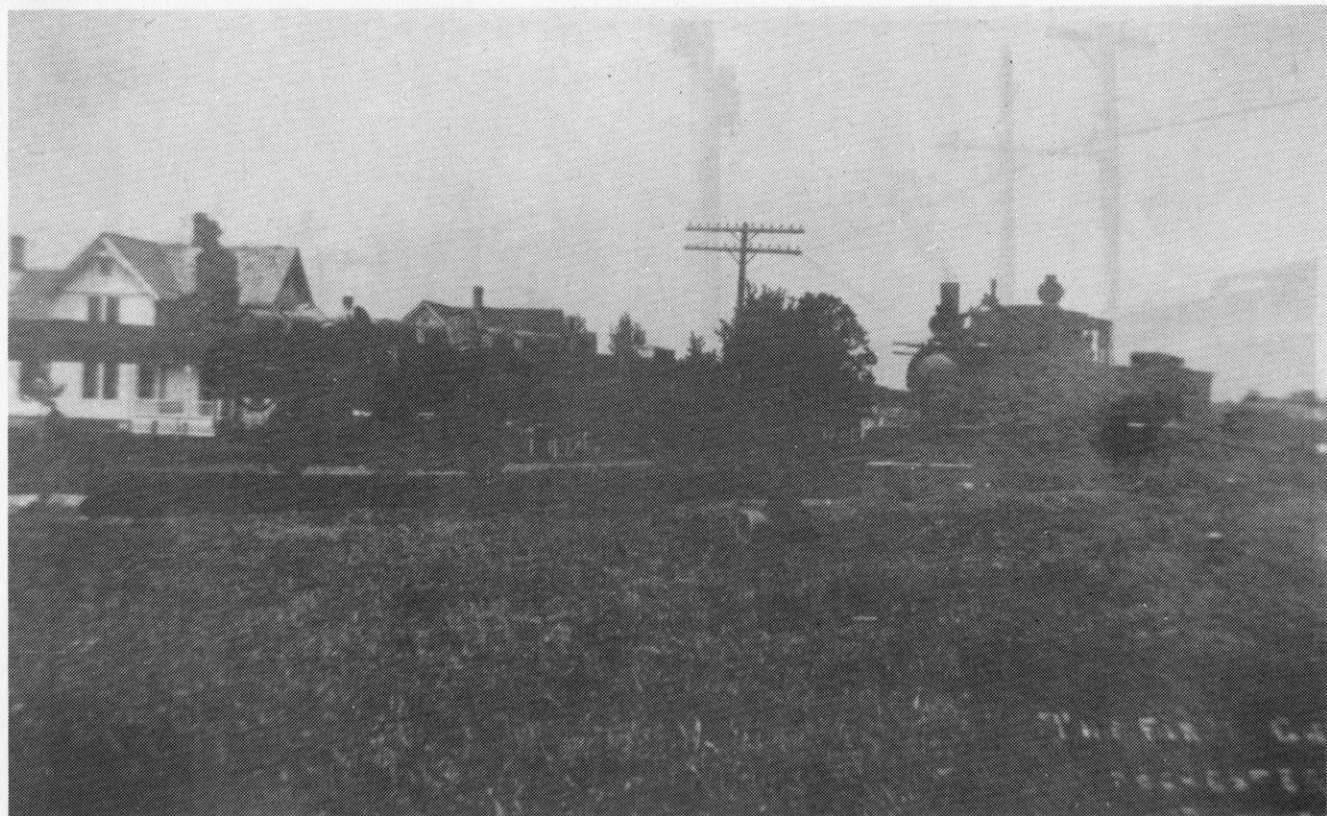
The Racine, Janesville, and Mississippi or Fox River Valley Railroad was to pass through Rochester with connection at Burlington, but the company failed. Nearly all of its course was graded and this served as the foundation for the interurban system. At Rochester, a spur siding was installed. After some time, the steam engine was stored on this siding. Children from the area would play around and in the engine, starting fires in the firebox. The neighbors were afraid of fire and TM officials moved the engine to St. Martins. John Lehman, the local freight agent for the T.M.E.R.&L. Co., operated a small building supply business which included lumber, coal and small motor repair.

On July 2, 1909, at approximately 5:45 P.M., a three car interurban train stopped at Rochester. Town Supervisor, George Ela, welcomed John I. Beggs on his electric line. Mr. Beggs gave a brief speech, everyone boarded the train, and the train continued to Burlington.

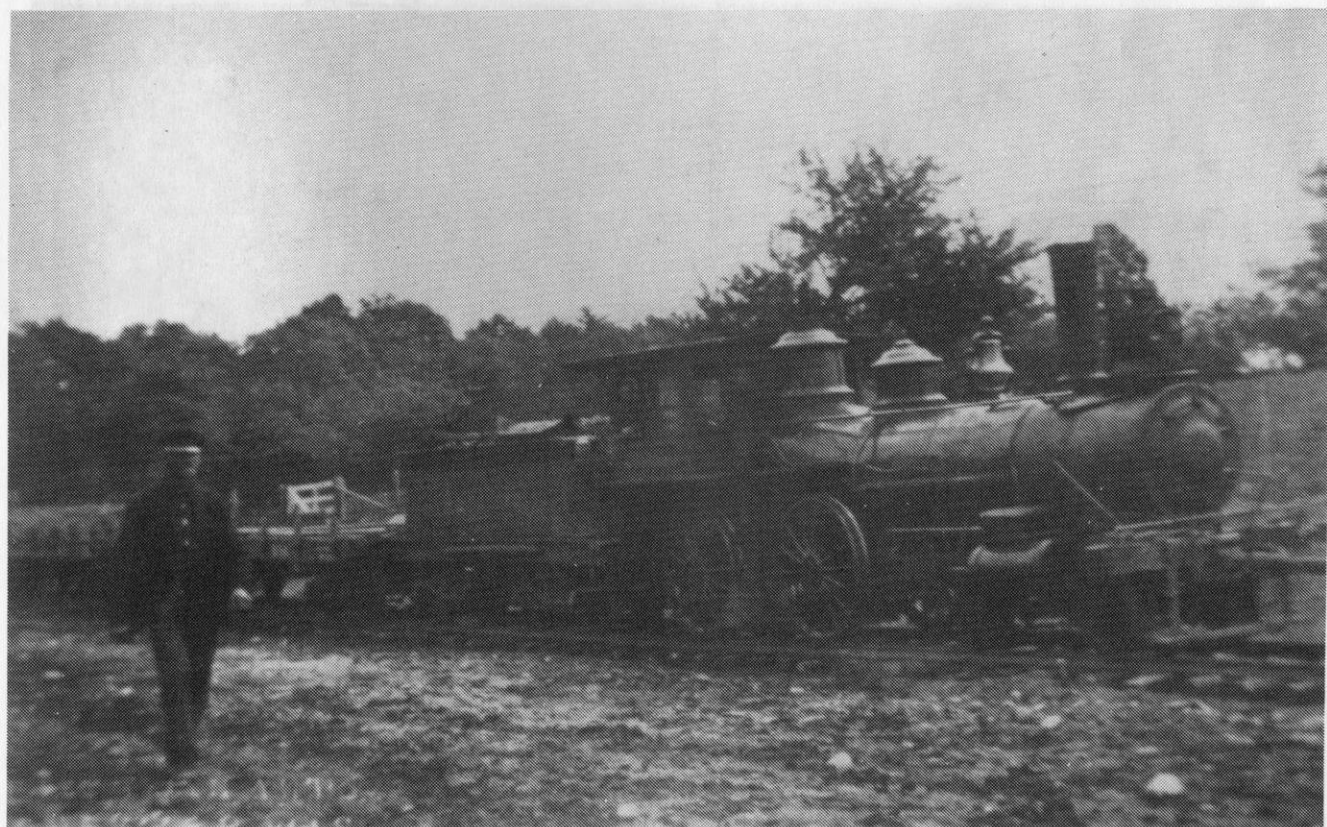
Rochester included a milk factory, cheese factory, greenhouse, feed mill, shoe repair shop, three grocery stores, dry-goods store, meat market, milk ranch, doctor's office, and three blacksmith shops.

On July 16, 1936, an interurban car collided with a line car one mile south of Rochester. Since no signals were used, the line car was trying to get to Rochester at the siding. Fourteen passengers were hurt and neighbors could hear the collision for miles.

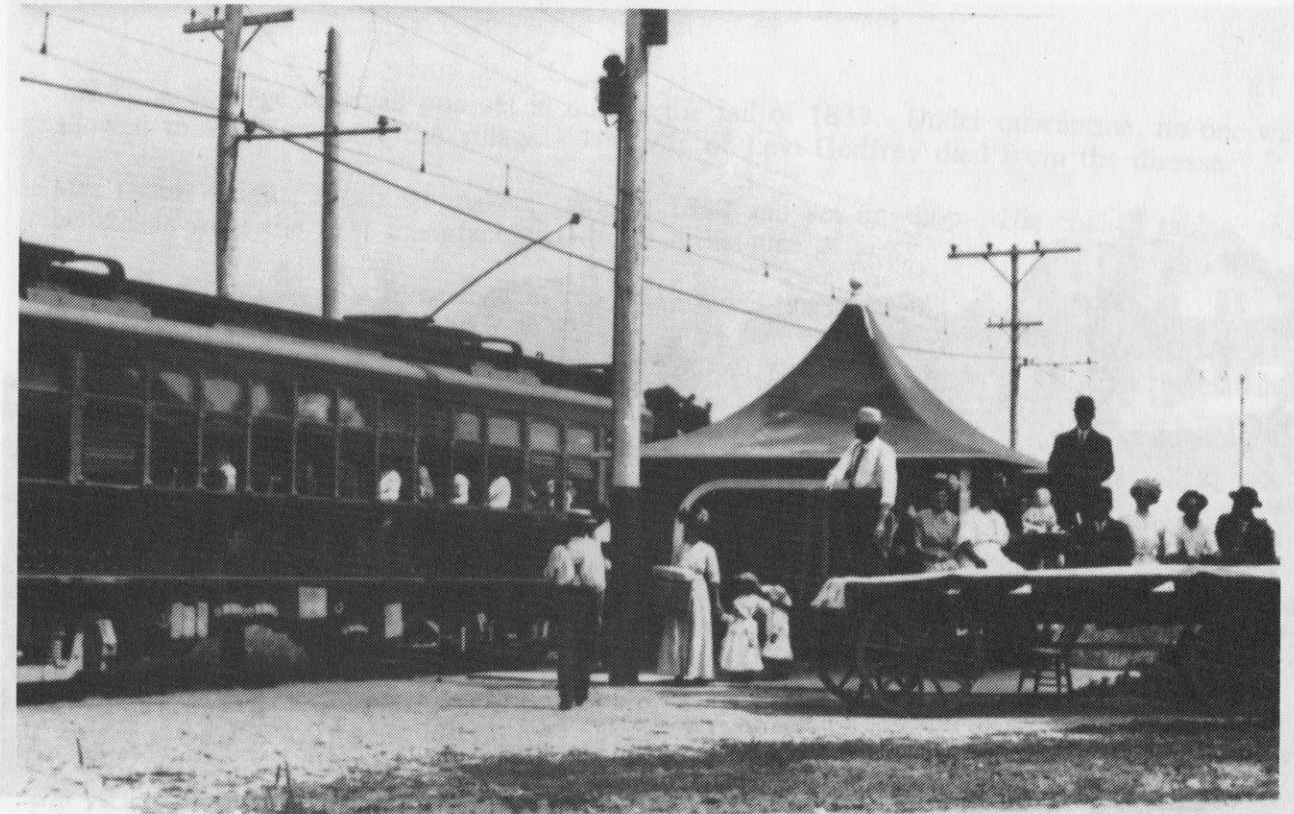
On May 2, 1938, when the line was abandoned, no one was there to watch it fade into history. Salvage started May 19, 1938, and finished June 16, 1938. When the salvage crew came through Rochester, Rochester Graded School, a two-room school, was let out early that day to witness the salvage operation.



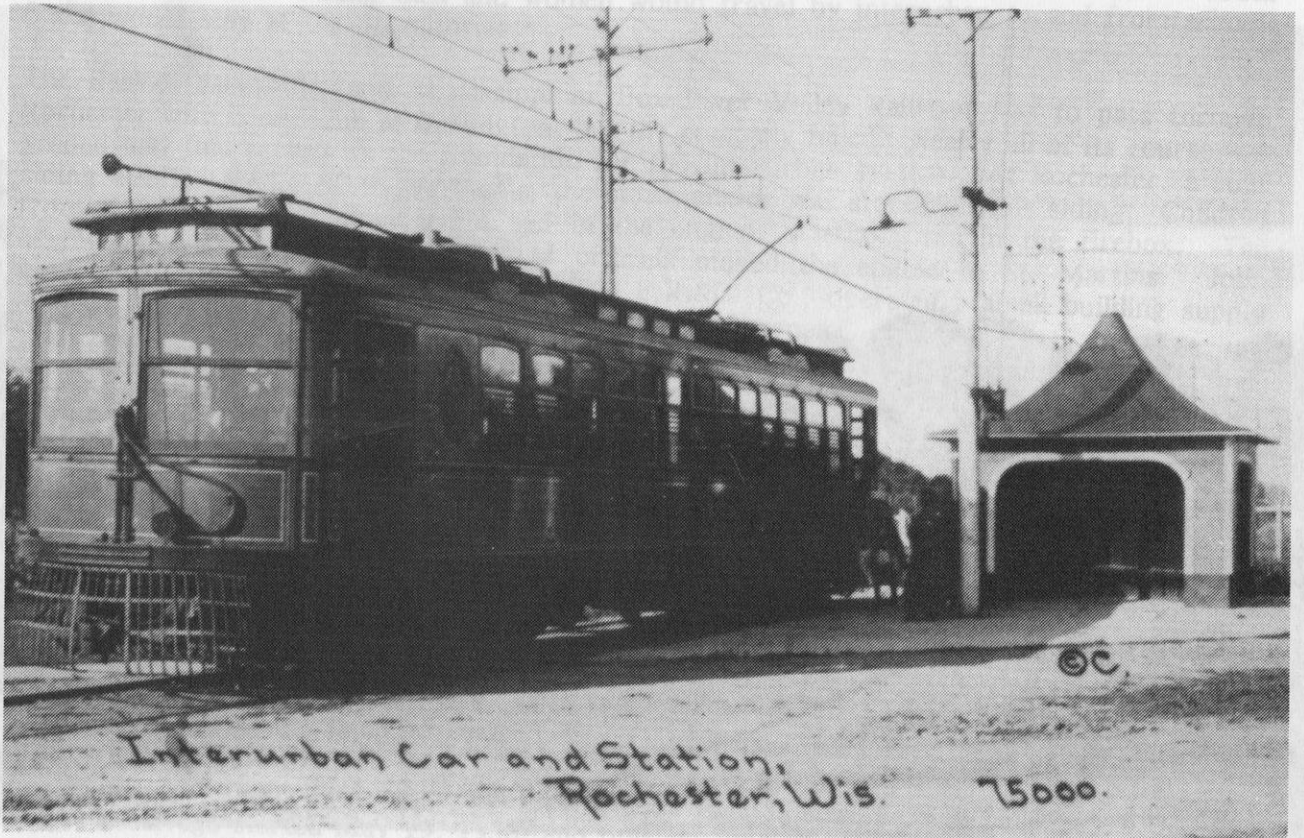
CONSTRUCTION CREW AT ROCHESTER 1908



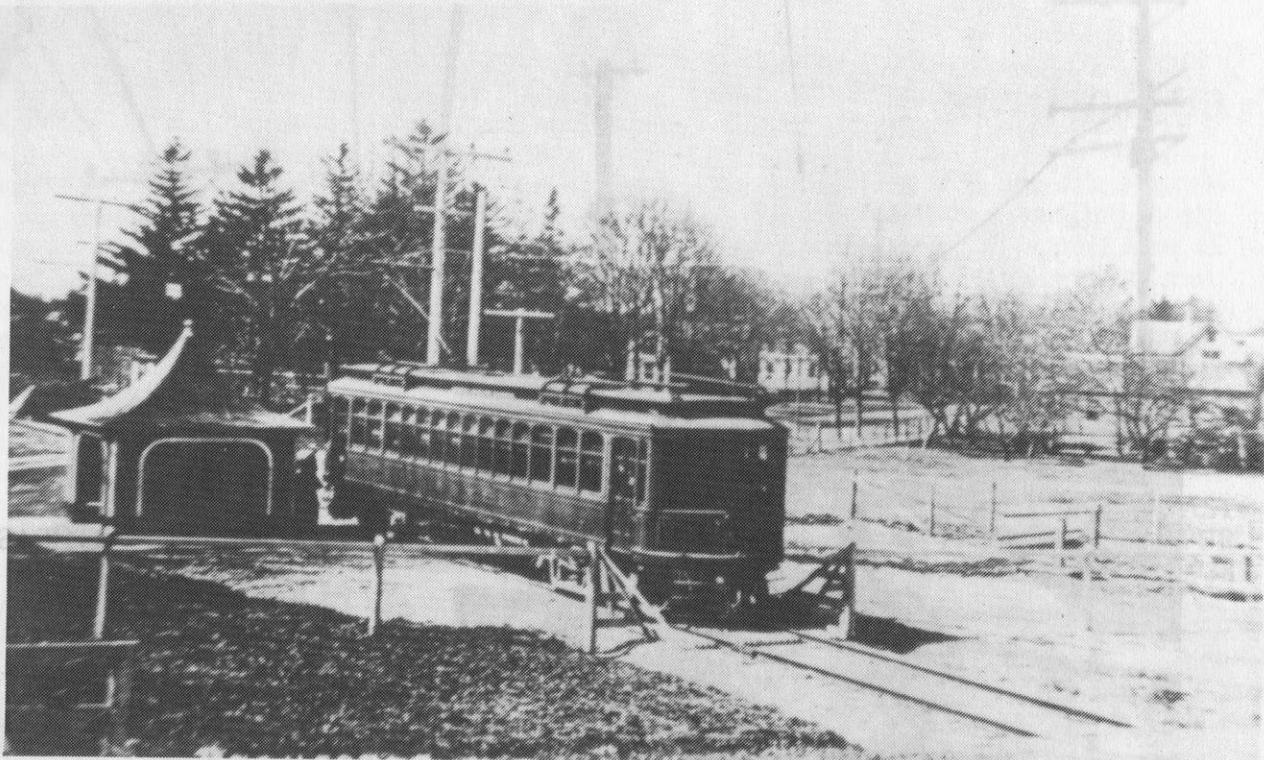
CONSTRUCTION CREW SOUTH OF ROCHESTER



CAR 1114 AT ROCHESTER STATION SOUTHBOUND



CAR 1119 AT ROCHESTER STATION 1922



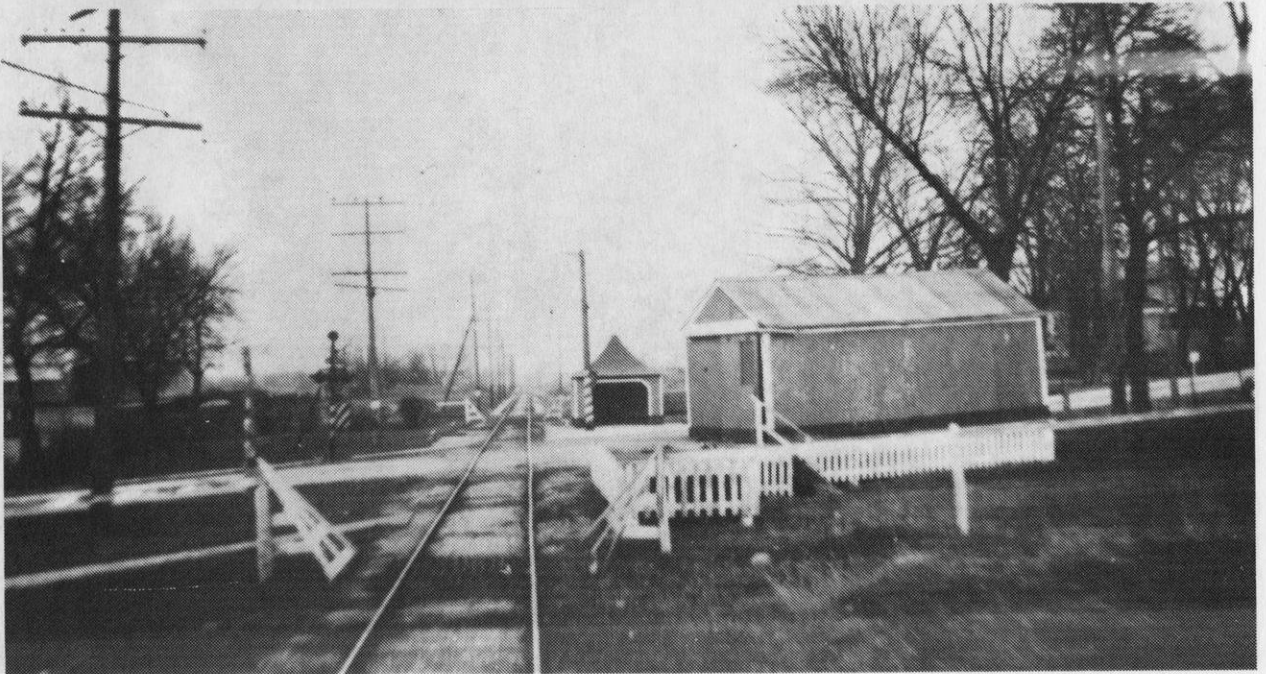
LOOKING SOUTHWEST AT ROCHESTER



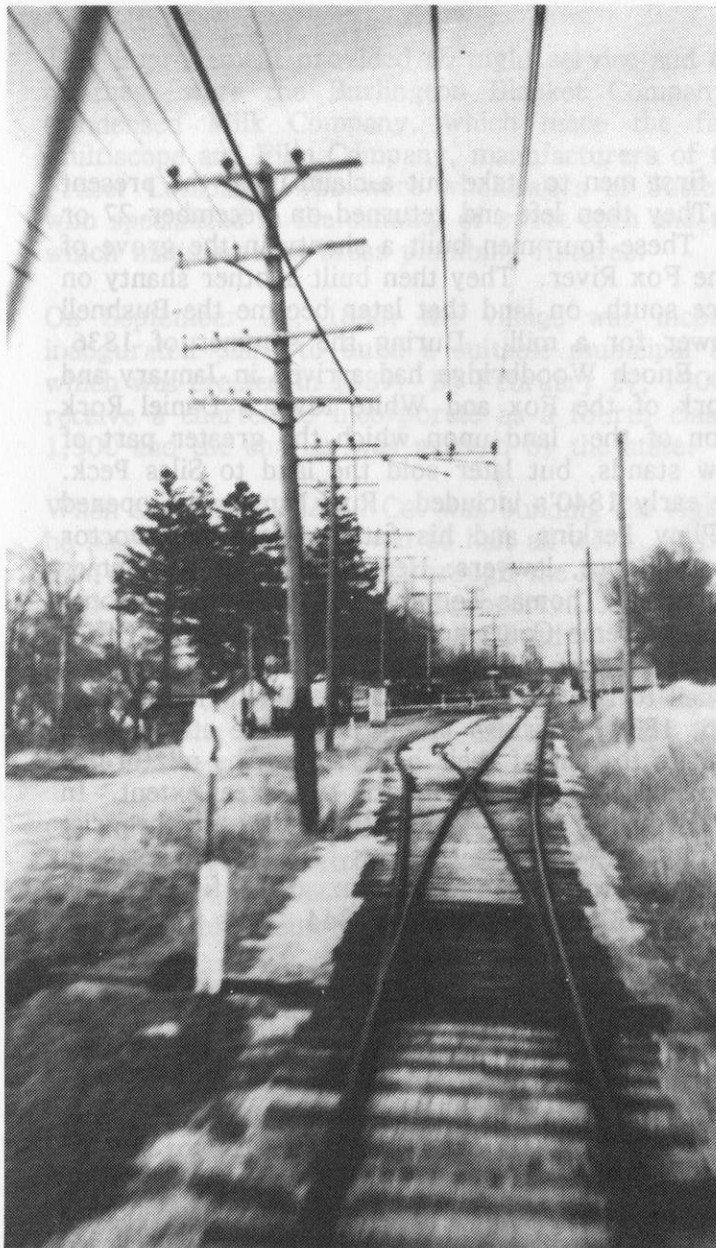
LOOKING NORTHEAST OVER FOX RIVER BRIDGE SOUTH OF ROCHESTER



LOOKING NORTHEAST
ROCHESTER 1938

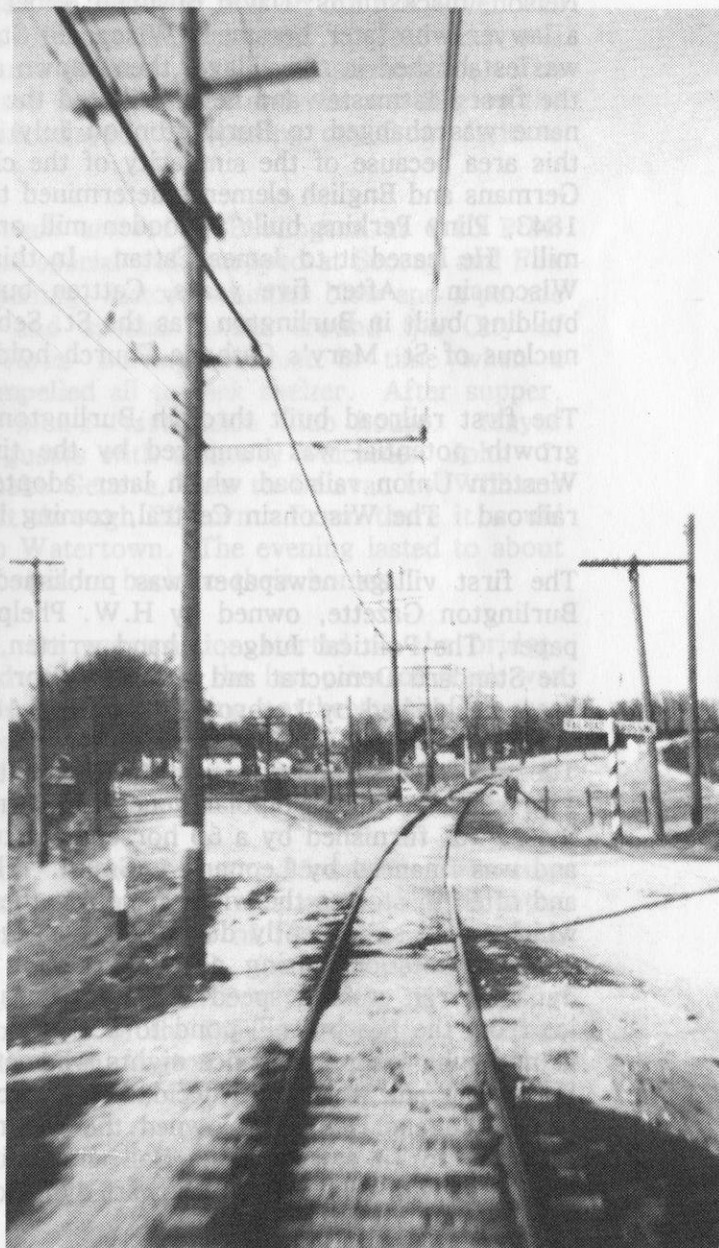


LOOKING NORTHEAST PAST FREIGHT PLATFORM ROCHESTER 1938



**SOUTH OF ROCHESTER
LOOKING NORTHEAST
HWY. J 1938**

**LOOKING NORTHEAST
PAST EXPRESS SPUR
ROCHESTER 1938**



BURLINGTON

Moses Smith and William Whiting were the first men to stake out a claim upon the present site of Burlington on December 15, 1835. They then left and returned on December 27 or 28 with Lemuel Smith and Benjamin Perce. These four men built a shanty in the grove of trees in the river bend on the east side of the Fox River. They then built another shanty on the east side of the same river some distance south, on land that later became the Bushnell farm. This gave them access to water power for a mill. During the summer of 1836, arrivals of settlers became more numerous. Enoch Woodbridge had arrived in January and claimed a quarter section of land at the fork of the Fox and White River. Daniel Rork arrived in July, 1836, and claimed a fraction of the land upon which the greater part of Burlington's downtown business district now stands, but later sold the land to Silas Peck. Other settlers to arrive from 1836 until the early 1840's included: Ruel Nims, who opened the first hotel in 1837; Origen Perkins, Pliny Perkins and his father, Ephraim; Doctor Edward Galusha Dyer; Caleb Barns and Lewis Royce, lawyers; Henry Edmunds and James Nelson, blacksmiths; David Bushnell; Liberty Fiske; Thomas Toombs; and William P. Lyons, a lawyer who later became a Wisconsin State Supreme Court Justice. The first Post Office was established in the village, then known as Foxville on March 21, 1837. Moses Smith was the first Postmaster and he distributed the mail to the settlers from his cabin. The village's name was changed to Burlington on July 15, 1839. German immigrants were attracted to this area because of the similarity of the climate to that of their homeland. The mixture of Germans and English elements determined the cultural life of Burlington to a great extent. In 1843, Pliny Perkins built a wooden mill on the banks of the White River opposite the grist mill. He leased it to James Cattin. In this factory was made the first roll of cloth made in Wisconsin. After five years, Cattin built his own mill downstream. The first church building built in Burlington was the St. Sebastian's Church erected in 1844. This formed the nucleus of St. Mary's Catholic Church holdings.

The first railroad built through Burlington was the Racine and Mississippi in 1855, but its growth potential was hampered by the times of the Civil War. In 1866, it became the Western Union railroad which later adopted the name of Chicago, Milwaukee and St. Paul railroad. The Wisconsin Central, coming in 1882, made industry boom.

The first village newspaper was published on April 8, 1858, and was called the Weekly Burlington Gazette, owned by H.W. Phelps. In the 1860's, M. Bachmeyer began another paper, The Political Judge, a hand written copy. In 1889, Henry E. Zimmerman purchased the Standard Democrat and became editor and publisher of the weekly newspaper which had been established by Lathrop E. Smith in 1863.

The first electric lighting plant in Burlington was established in 1888. It consisted of two 12½ kilowatt Edison bipolar generators connected by belts to a 40 horsepower Atlas engine. Steam was furnished by a 60 horsepower tubular boiler. The Burlington system cost \$7,000 and was financed by Leonard J. Smith. The poles were short, bare wires ran through trees and often in storms the wires came together. Lightning arrestors were of the saw tooth type which arced so violently during a discharge that the operator frequently would run out and leave the station during a thunderstorm after putting some coal under the boiler. The dynamos ran at high speed and sometimes the bearing got so hot that the operator applied ice from the nearby mill pond to keep the temperature down until the run ended, which was at midnight except on dance nights when it was 3 A.M. The plant made no money the first four years and Mr. Smith decided to employ an idle water power across the river. A banker named Eugene Hall, who owned the water power, was given a half interest in the electric company for it and thus the Hall and Smith Electric Company was formed. The plant was improved with two new 30 kilowatt dynamos and 45 and 50 inch water wheels were installed.

This improvement provided all night service and other businesses started to take off. Some of these were the Burlington Blanket Company, makers of horse blankets; Wisconsin Condensed Milk Company, which made the famous "Lion" brand of condensed milk; Multiscope and Film Company, manufacturers of the Al-Vista panoramic cameras; McCanna-Fraser Company, who were wholesalers of butter and eggs; Burlington Canning Company, who specialized in the canning of sweet corn and tomatoes; and the Burlington Brass Works, which manufactures brass plumbing fixtures.

On September 28, 1886, the village was incorporated. Within two years, Burlington inaugurated plans to build a suitable municipal building--a joint village and township hall which was erected in 1889. By February 27, 1900, the Village of Burlington had qualified to receive a charter to incorporate as a fourth class city because its population then reached 1,500 and the charter was granted by the state.

When the T.M.E.R. & L. Co. was building the right-of-way across Frank J. Ayers' property, he had an injunction served to halt all work. That was done in May of 1909. It took more than four months to work through the litigation. The two parties could not come together on a fair market value for his property. Just west of the retaining wall on the Fox River was where the William Leach family lived. The right-of-way cut was over 10 feet deep and during the construction an Indian skeleton was found (behind Adrian's Custard store). The bridge crew, headed by Mr. Swain, had just completed the abutments and was working on the four caissons for the support of the bridge. This delayed the opening day from June to some unknown date.

On July 2, 1909, the first three car interurban train arrived in Burlington at 6:10 P.M. Since the bridge construction was not completed, the special train stopped at Second and Fox streets. About 3,000 people attended the grand opening, factory whistles blew and a parade of about forty automobiles paraded. Mr. Beggs and special guests around the City of Burlington. The celebration continued at the Hotel Burlington, just in time when a thunderstorm rolled in and a downpour of rain compelled all to seek shelter. After supper, the people assembled at the Burlington Business Men's Association Club house. Mayor Zimmerman greeted Mr. Beggs and other special guests with a hearty welcome. John I. Beggs outlined his plans for future expansion to Lake Geneva, then to Delavan by Williams Bay, connecting at Delavan with the line to be built through Elkhorn. From there it would continue to Beloit, north to Janesville and finally to Watertown. The evening lasted to about 9 P.M. when a special train carried the Milwaukee visitors back to their homes.

When an agreement was reached with Mr. Ayers, the construction started on the bridge. The iron arrived on September 17th and by the end of the month the last piece of track was laid. Since the company was already working on Geneva street going northeast, the line was ready when the bridge construction had been completed. On October 1st at 8 A.M., the first car made its trip to the West Limits (St. Mary's Cemetery). The first waiting station was in the Badger Hotel at the corner of Geneva and Chestnut streets.

Once the T.M.E.R. & L. Co. entered into Burlington, it also brought 25 cycles alternating current. The existing Burlington Power Plant was direct current. As more local industry demanded alternating current, the plant was converted. In October of 1912, the power plant was purchased by North American Co., owners of the T.M.E.R. & L. Co. Also in that same year, Wisconsin Gas & Electric was formed as a subsidiary of the T.M.E.R. & L. Co. with its office in Racine. William Leach was the general manager of the Burlington office. William Leach started back in 1896 with the first power plant in Burlington. He was station operator until 1901, leaving for a short period of time. He returned in 1905 and stayed on as general manager until 1940 when he retired.

Freight service was started on December 1, 1915. Two trips were made daily with all the deliveries and pick-ups done from the electric power plant at Burlington with stops between there and St. Martins. In August 1916, the T.M.E.R.&L. Co. purchased the Ayers mill property on the south side of the White River for \$16,000. It was done for several reasons: the first, to provide a connection with the Soo line railroad and secondly, for future expansion of the interurban service. In 1919, the T.M.E.R.&L. Co. was beginning to feel the effects of the automobile. In an attempt to extend its electric railway, it added a motor bus service. The first line ran from Burlington to Lake Geneva, a popular resort 12 miles from Burlington. Service began in June or early July of 1919, just in time for the busy Independence Day holiday. The first bus was numbered #16 and was a Reo-Speed Wagon chassis on which was mounted a Curtis Automobile Co. bus body. Beginning in 1919, the interurban network began to be supplemented with an extensive motor bus service. This was later named Wisconsin Motor Bus Lines and stretched over 1000 miles during the early 1930's. By the mid to late 1930's, bus service was cut back and when the decision was made to abandon the line, Midland Coach and Greyhound were taking over much of the service.

In September, 1925, T.M.E.R.&L. Co. had plans prepared for a new terminal building to be located on the old mill property the company had purchased in 1916. The building was to be 80 x 36 feet with offices, showroom and waiting room on the first floor and the second floor was largely devoted to a hall for the Employee's Mutual Benefit Association. It would also house interurban trains and Wisconsin Motor Buses. A "Y" with the Soo line would provide for handling freight connections. The City of Burlington council passed the ordinance to allow the company to tear up the tracks on Geneva Street once the building was completed. Bus service would replace the train from downtown Burlington to the West Limits.

On December 4, 1926, the new terminal was dedicated and the public was invited to inspect the building. Sandwiches and refreshments were served and the terminal was decorated for the Christmas season. A demonstration was given on Westinghouse Electric ranges on baking cakes and pies. There was a complete display of electrical fixtures and home appliances shown. William Leach, the local manager of the new terminal, gave a short talk followed by a radio and music program with dancing from 10 to 12 midnight. William Leach, being the general manager of the Burlington terminal, was also the meter-reader for the electric services. A horse, Tessie, and buggy would be used for traveling from home to home. Tessie was sheltered near the power plant and when Richard Leach would forget to water the horse, he would break out of the stall and wander over to the public fountain. The horse was in service for 8-10 years and after that a Model T was used. The electric company had the horse on its books until the early 1950's, long after the horse was gone. Sometimes this meant using a ladder to reach the meter in the attic. Mr. Leach would take small electrical appliances, like irons, toasters, etc. on his route to promote the use of electricity. People were given credit on the item till the next time he would come through. He was also the bookkeeper and handled the daily receipts, taking home the money and placing it under his pillow till the next day for deposit at the bank. Wages were 50¢ an hour for 10 hour day and 6 day week. One dollar a month was paid to the EMBA which paid all medical costs. During the Christmas season, the electric company would provide a red and green bulb dye. People could bring in Christmas tree lights for coloring at no charge.

Don Reed remembers that Motor Transport trucks would back up to the flat car and with a cable and winch device, would pull the containers off the flat car onto the truck. Then the truck would go on its daily route to deliver the freight. He was also a Milwaukee Sentinel dealer in Burlington and then newspapers would be dropped off at the terminal very early in the morning. The Motor Transport drivers, reporting in early to await arrival of the loads of freight on the railroad, would grab papers from the bundles and sit around the waiting room reading them. After they left, he would have to gather up the newspapers, reassemble them and get them to the carriers for delivery.

The movie theatre was a few doors away from the terminal. Every time the train would make the curve, a squealing sound was heard, and sometimes the projectionist would have to turn off the projector until it passed.

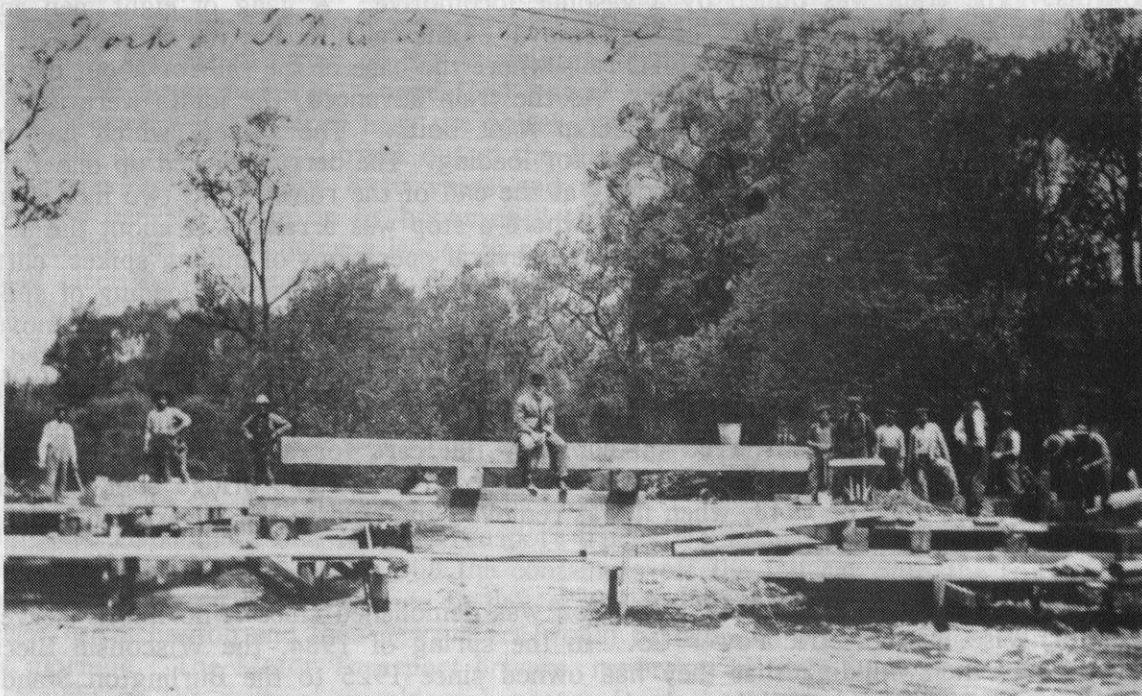
On November 22, 1937, the Wisconsin Public Service Commission gave notice that it would conduct a public hearing on the abandonment of the Burlington Line as requested by the T.M.E.R.&L. Co. The progress made in the development of the modern automobile, motor truck and concrete highways had provided many social and economic advantages; but it had also taken away most of the business once enjoyed by outlying interurban railway lines. As a result of that trend, the Company found it necessary to discontinue operation of the Burlington line south of St. Martins, a distance of 20 miles with the close of business on Sunday, May 1, 1938. The last scheduled northbound trip left Burlington at 7:20 P.M. About 50 people gathered about the Burlington terminal as red flares placed by some of the citizens brightened the surroundings. Torpedoes placed on the rails seemed to sound a farewell salute as the train pulled out. There were 26 passengers, that particular Sunday night trip having been popular compared with many other trips carrying only one or two people. Clarence Schumann was the motorman and Willard Schoeffling, conductor. The final southbound trip left Milwaukee at 9:15 P.M. with about 30 passengers, most of whom rode no further than Hales Corners. Only one revenue passenger rode as far as Burlington. George Burg was the conductor and Emil Schwebke, the motorman. The company's public relations department needed a photo of the last trip. (see bottom page 99) The photographer did not have enough people for a photo shot, so he went down to the movie theatre a few doors away and recruited the people for the last photo. When it was all over, the car returned to Milwaukee with only company people.

Salvage of the Burlington line started on May 19, 1938. A rather ingenious method of salvaging rails was used. They equipped a flat car with an "A" frame and a simple hoist at one end of the car, the hoist being operated by a gas engine. Following the car described above were two flat cars for receiving the rails and one for loading the joint bars and the cross arms. The train was pulled by a gasoline locomotive. A gang of eight men and a foreman pulled the spikes in advance of the removal of the rails, except the spikes at the rail joints and at the center points of the 66 ft. rails where the base of the rail for about one-half its width was cut with an acetylene torch. As the train advanced, the joints were unbolted and placed alongside the track with the scrap joint bolts. The spikes, which had been previously pulled out, were assembled in piles for loading. The derrick picked up one-half of a rail length, which was loaded onto the dolly at the end of the runway and two men pushed the rails along the runway to the second car, where a stop was arranged at about the center of the car and where the rail was unloaded. The several operations of pulling spikes, cutting base of rail, picking up rail and loading rail on cars for shipment, also the loading of spikes, angle bars, mast etc., was so perfectly timed and coordinated that each crew had to move at top speed to keep pace with the other operations. Roadmaster H.J. Grosskopf selected the ties which the company wished to retain; all others were pulled out and were sold to owners of adjacent farms for firewood. The salvaged ties were loaded onto trucks and hauled to St. Martins, where they were transferred on company flat cars for shipment to Cold Spring Yards. The entire salvage operation lasted until June 9, 1938. The bridge over the White River remained until June of 1943, when it was removed and sold to the Silver Iron and Steel Co. as scrap to aid the war drive.

In December of 1974, the Burlington substation was demolished since it no longer served a purpose for Wisconsin Electric Power Co. In the spring of 1984, the Wisconsin Electric Power Co. sold their building that they had owned since 1925 to the Burlington Standard Press. With the sale of this building, the last remnant of T.M.E.R.&L. Co. had disappeared.



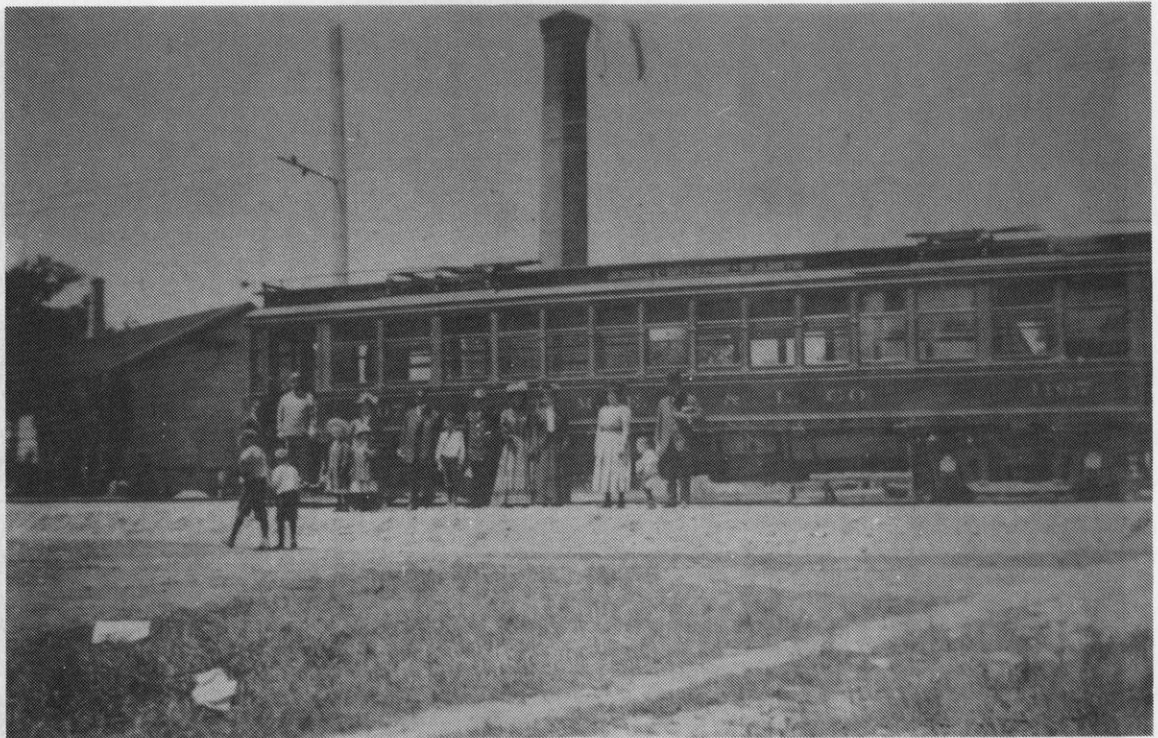
SWAIN'S CONSTRUCTION CREW AT WHITE RIVER BURLINGTON SEPT. 1909



CONSTRUCTION CREW AT WHITE RIVER BRIDGE BURLINGTON 1909



BRIDGE CONSTRUCTION OVER THE WHITE RIVER SEPT. 1909



CAR 1107 NORTH OF THE WHITE RIVER BURLINGTON 1909



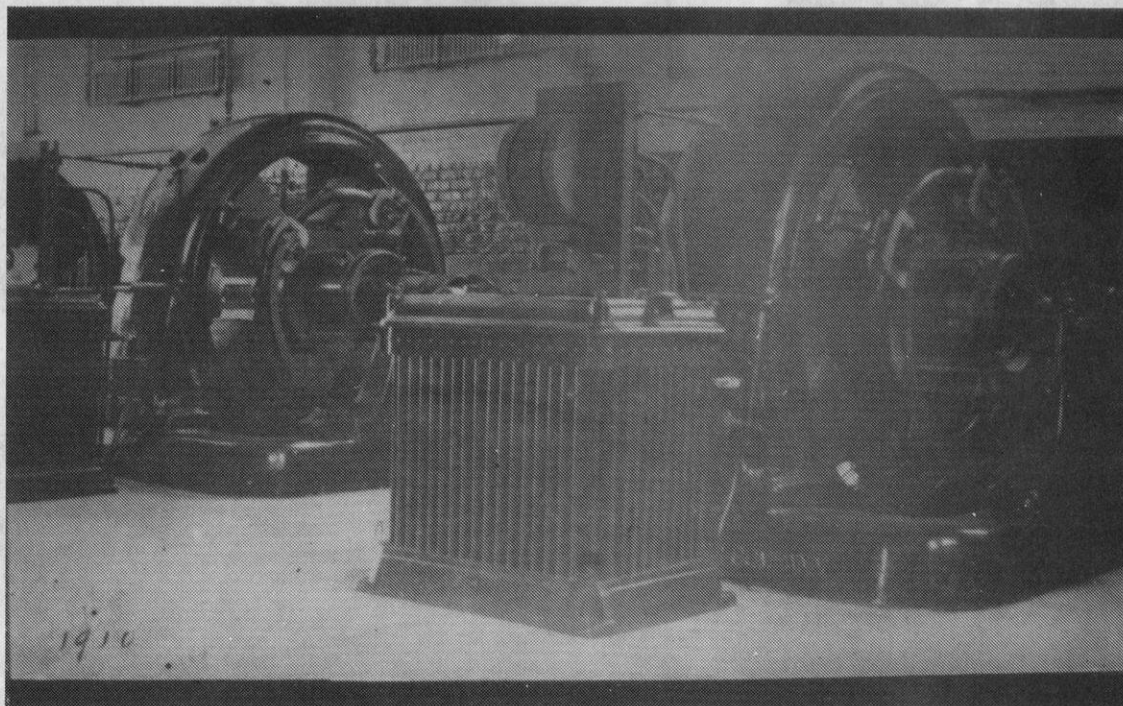
PEOPLE AWAIT ARRIVAL OF 1ST INTERURBAN 2ND & FOX ST. JULY 2, 1909



CONS FIRST THREE CAR TRAIN ARRIVED 6:10 P.M. JULY 2, 1909 909



SUBSTATION NORTHEAST OF BURLINGTON 1910



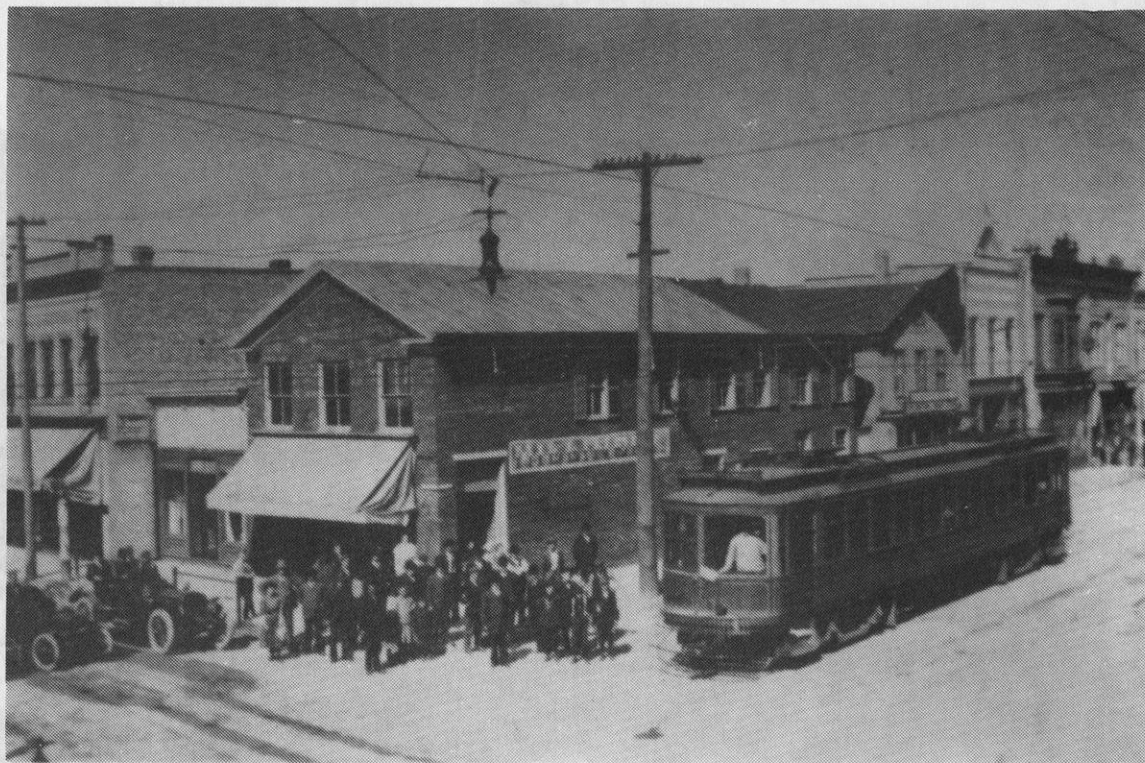
BURLINGTON SUB-STATION ROTARY CONVERTORS 1910



LAYING TRACK & STREET BRICK CORNER OF GENEVA & CHESTNUT 09



LAYING TRACK GENEVA ST. AT LIBERTY (COMPLETED 10/1/09, ABANDONED 1926)



GENEVA & CHESTNUT--WAITING STATION BADGER HOTEL KITTY CORNER 1909



NEW TERMINAL AT BURLINGTON OPENED DEC. 4, 1926



SOO LINE CROSSING LOOKING SOUTHWEST 1938



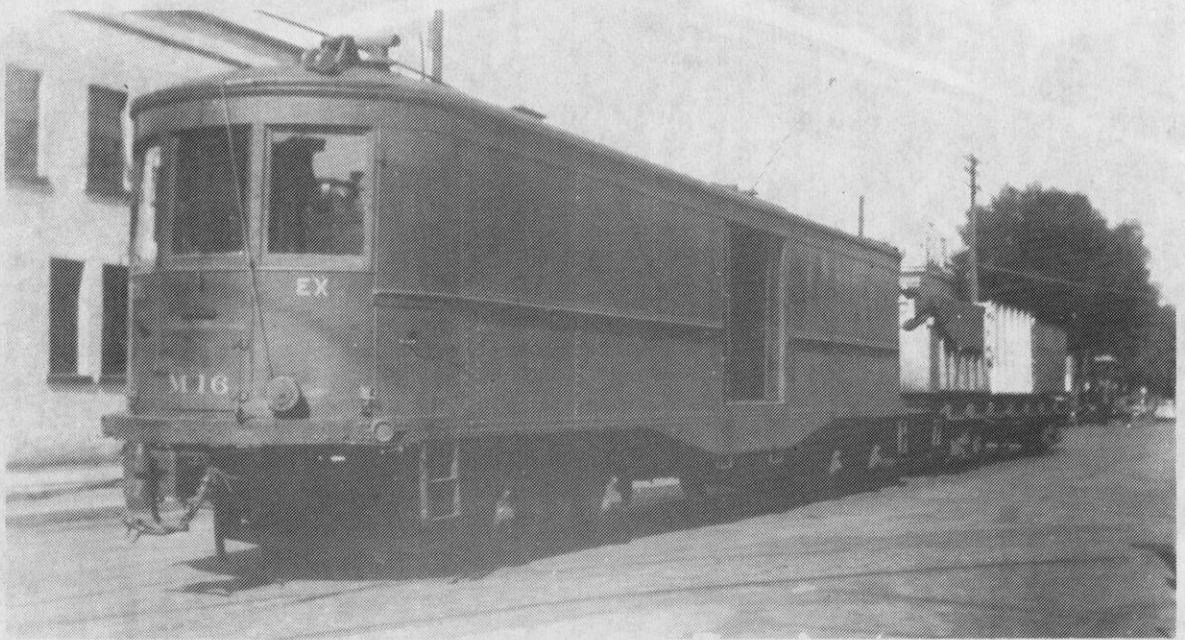
WHITE RIVER BRIDGE & SOO LINE CROSSING LOOKING NORTHEAST 1938



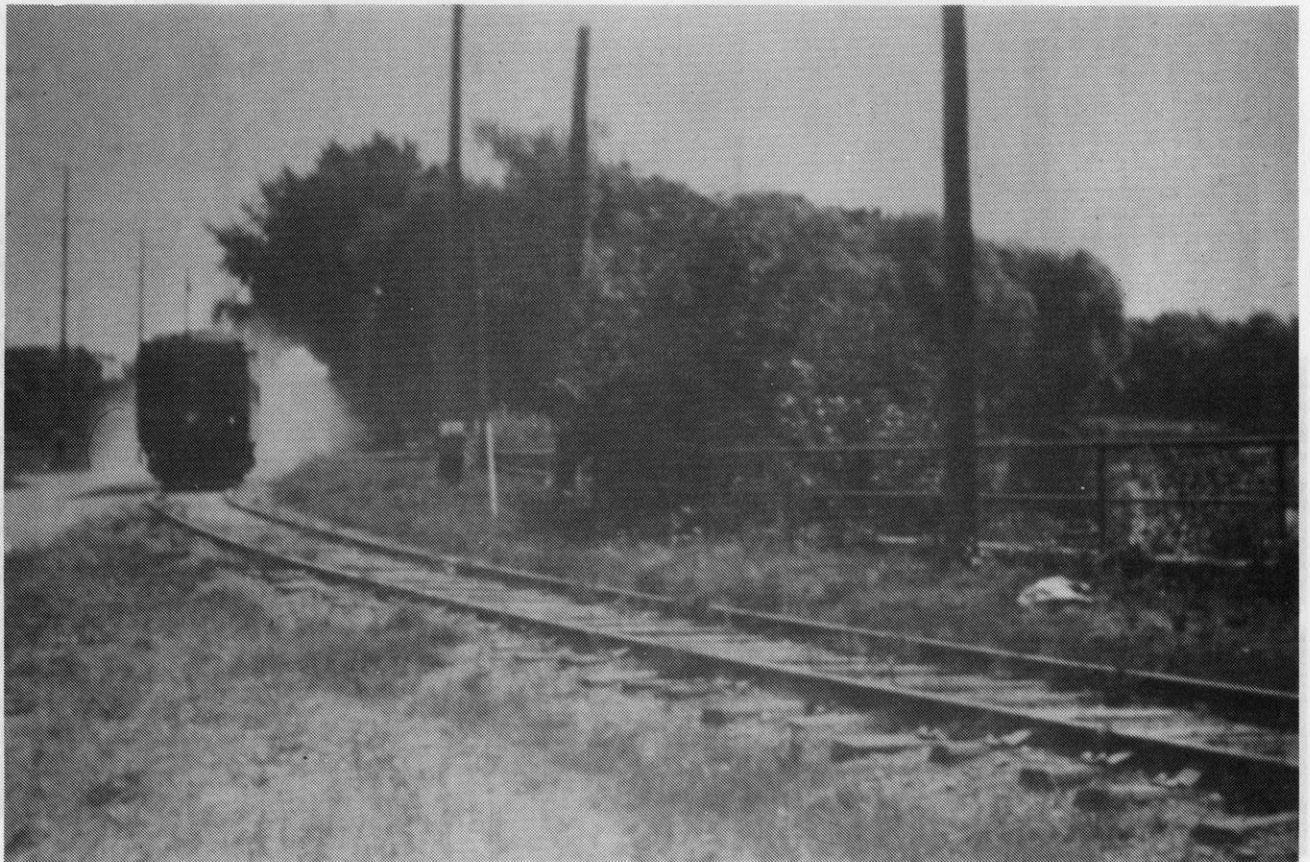
BURLINGTON STATION AND TRAIN SHED JAN. 17, 1927



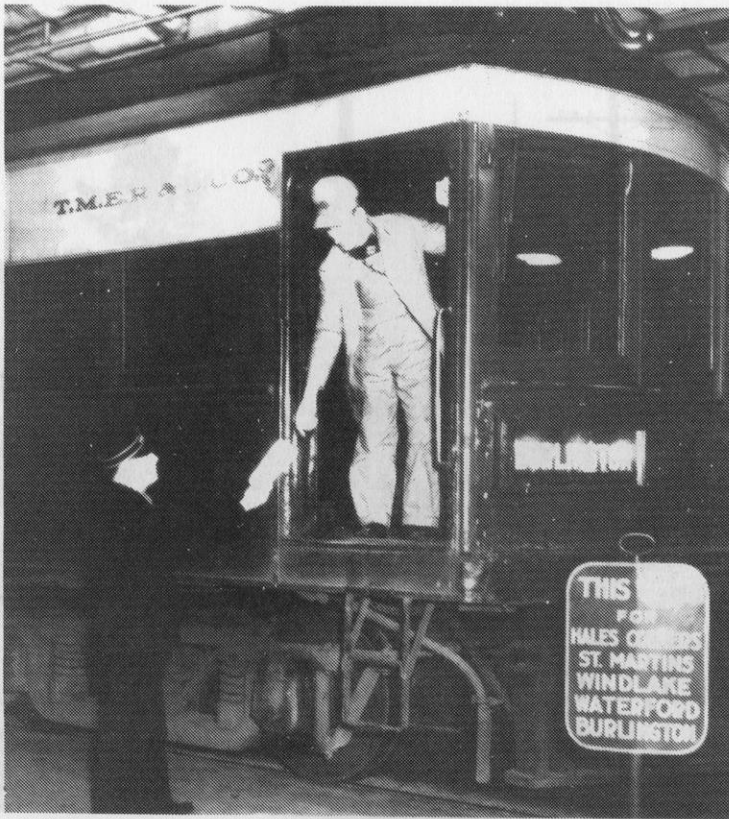
OF BURLINGTON, GEORGE W. BRADLEY OF BURLINGTON, CHARLES GUSCHL, C.F. MEHRING, J.B. BRADLEY
 CAR 1108 TURNING FROM PINE ST. TO SHORT ST. CRYSTAL THEATRE ON RIGHT



M16 ON PINE ST. IN FRONT OF STATION



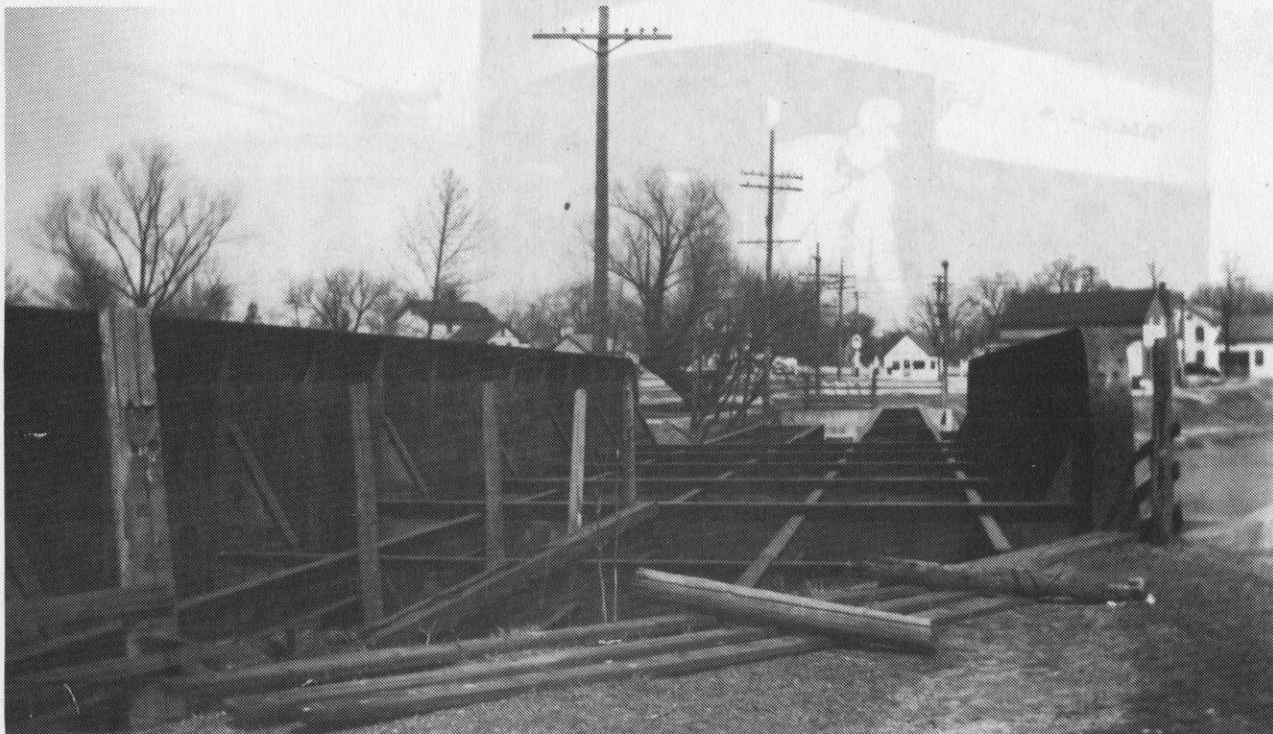
RETAINING WALL NEAR FOX RIVER NORTHEAST END BURLINGTON 1920'S



MOTORMAN EMIL SCHWEBKE
RECEIVING TRAIN ORDERS FROM
CONDUCTOR GEORGE BURG FOR
LAST TRIP TO BURLINGTON 1938



PUBLIC RELATION SHOT, SUNDAY, MAY 1, 1938, 10:45 P.M. AT BURLINGTON. THE LAST SCHEDULED TRIP IS ENDED. HERE, AT BURLINGTON, ARE LEFT TO RIGHT: HAROLD EBBERT, MRS. FRED J. HAGER, JUSTICE OF THE PEACE IRVING FOAT OF WATERFORD, GEORGE BURG, MRS. A.T. JASTROW, DON REED OF BURLINGTON, GEORGE W. BEAUFOY OF BURLINGTON; CHARLES GUSCHL, C.F. MEHRING, J.E. BRADLEY AND H.E. BRAAZ, ALL OF WATERFORD; MR. WHITE AND MR. JASTROW.



DISMANTLING WHITE RIVER BRIDGE 1943



SILVER IRON & STEEL CO. DISMANTLING BRIDGE 1943



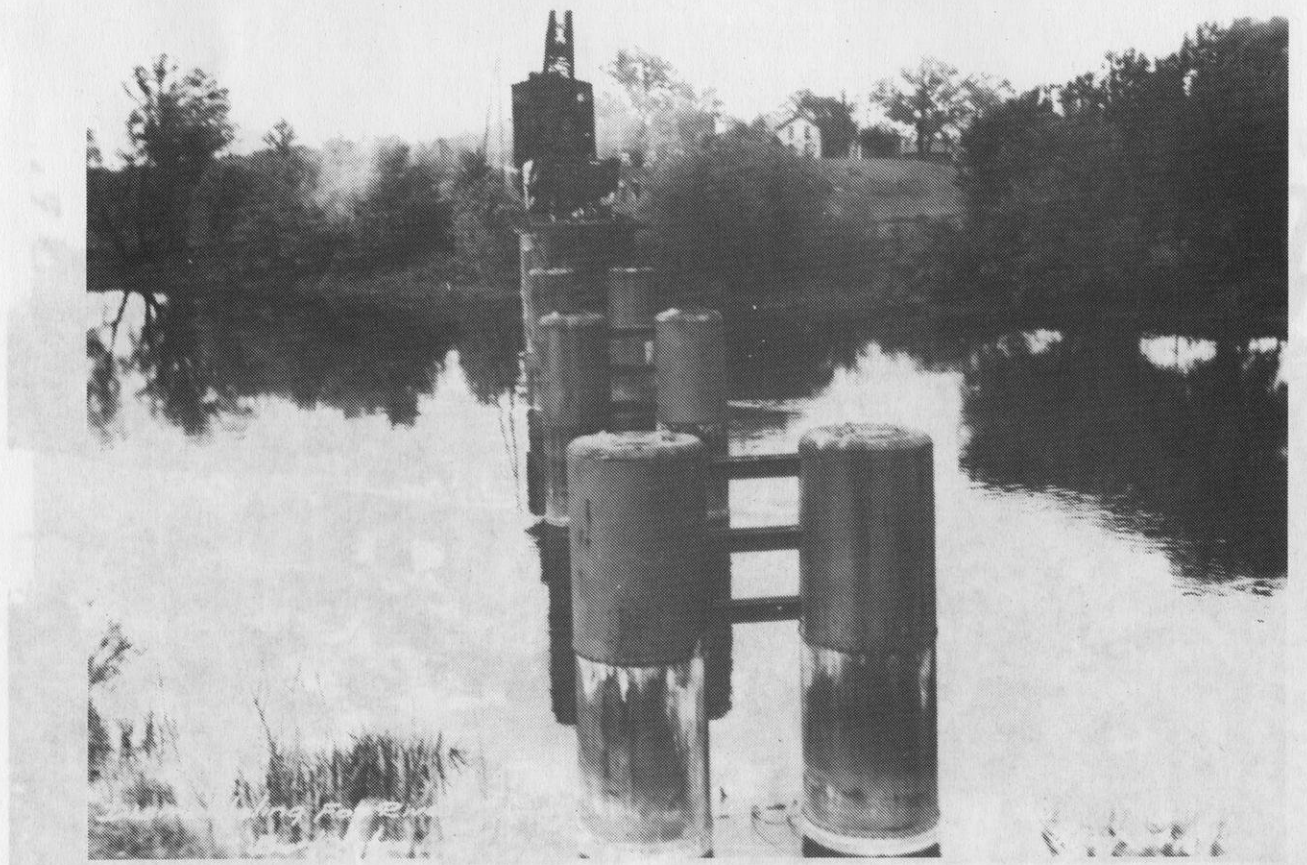
DISMANTLING BRIDGE JUNE 1943



BRIDGE DISMANTLING 1943



DISMANTLING FOX RIVER BRIDGE NORTH OF BURLINGTON MAY 24, 1938



SILVER IR FOX RIVER BRIDGE DISMANTLING 1943

The following information is from the *Standard Democrat* (SD), which was published on Fridays and the *Burlington Free Press* (FP), which was published on Wednesdays.

APRIL 2, 1909 (SD)

Commissioners John Trumbull, of Caledonia, W.F. Lewis, of Racine, and George Meadows, of this city, met at the city hall in this city last Monday afternoon to hear interested parties in the condemnation proceedings brought by the Milwaukee Light, Heat, & Traction Co. to gain title to the land wanted for a right-of-way between Waterford and this city. Mr. Trumbull is president of the commission, and Miss Smith, of Milwaukee, is stenographer.

First testimony was in regard to the land and damages of the Ela Co. on a piece of 62 acres just outside of Waterford. Emerson Ela of Madison, appeared for the land owners. Attorneys Wm. Sanders, of Waterford, E.R. Hand, of Racine, Mills and Walter, of this city, have appeared for various land owners. Attorneys H.A. Cleaver and C.A. Dean, of Milwaukee, and Louis H. Rohr, of this city are representing the street railway company.

The first award made by the commissioners was made Thursday morning. They awarded the Micklisch estate \$750 for taking a part of lot 6 in block 11 of the original plat. This is for the land taken and for damages to the property. The piece taken is 17 feet long on the east side, 49 feet on the west side, and 66 feet wide.

After taking testimony Monday afternoon, the commissioners adjourned till Wednesday afternoon in order to allow Mr. Trumbull to attend the meeting of the town board in Caledonia, of which he is clerk. It will require several more days before all the parties can be heard.

MAY 7, 1909 (SD)

The T.M.E.R.&L. Co. have practically finished the cement retaining wall in the cut back of W. Leach's place in this city. Work will now be commenced on the bridge across the White River and this will be pushed to an early completion. Several hundred men went through this city last Saturday to work with grading crew between here and Waterford.

JUNE 18, 1909 (SD)

The Milwaukee Light, Heat & Traction Co. commenced work on grading Geneva street last Saturday morning, starting at the Jones house corner and going west. The dirt is being used to fill up streets and lots. The company places its ties on a six inch concrete foundation, and fills in between the ties with concrete. A rail weighing 95 pounds to the yard will be used on Geneva street where the street is paved, the rail being of the modern city type. It is expected the grading will be completed by the end of next week, when the ties and rails will be laid and the concrete work will commence.

JUNE 30, 1909 (FP)

The official car on the electric road reaches Rochester Friday afternoon at 5:45. It will make a short stop here and Mr. Beggs will give an address. The T.M.E.R.&L. Co. band will accompany the party. The regular schedule between here and Burlington will begin Friday afternoon, the first car following the officials' car. The fare to Burlington will be ten cents each way.

On account of washouts on other divisions of the line, and various other reasons, John I. Beggs announces that the opening of the new electric road to this city has been delayed until Friday, July 2nd, and regular trains will run from Milwaukee to Burlington commencing Saturday morning, July 3. The following letter from President Beggs to Mayor Zimmerman is self-explanatory:

Milwaukee, Wis., June 25.--Dear Sir: Confirming my advice of this morning to you over the long distance phone would say that because of the interruption to car construction work by train and the breaking down of one of our construction lines, we will not be able to open the line to Burlington on June 30th as had been arranged for, and have therefore postponed the opening until the afternoon of Friday, July 2. Our special train will leave Milwaukee at 4:15 in the afternoon and reach Burlington about six o'clock. I have promised to halt the train a few minutes at Rochester en route to Burlington.

As promised to you over the long distance phone, I will have our employees' band participate in the opening trip and as near as I am able to estimate there will be about one hundred in our party.

Regretting the necessity for making a change in the program and thanking you and the other officials and good people of Burlington for their kindly good will and good word for the new line, and trusting that it may be a great and ever increasing benefit to the city of Burlington. I beg to remain, Yours &c., JOHN I. BEGGS.

A great many will no doubt be disappointed over the change as it had been generally advertised for this evening. The program as announced in last week's paper will be carried out. On arrival of the special train in this city at a few minutes before six o'clock President Beggs and the other visitors will be treated to an automobile ride around the city, followed by supper at the different hotels to the invited guests. At 8 o'clock in the evening President Beggs and others will address a meeting at the grounds of the Burlington Business Men's association.

Following is the route of automobile parade: Form in line on the corner of Second and Fox streets, with leading machine on this corner facing south. Start on Second street, going across White River bridge; then on Chestnut street to Pine street, on Pine street to Jefferson street, on Jefferson street to McHenry street, on McHenry street to Liberty street, on Liberty street to Conkey street, on Conkey street to Lewis street, on Lewis street to James street, on James street to Chestnut street, on Chestnut street to Pine street, on Pine street to Hotel Burlington, where guests will be left for supper.

Citizens along the route are requested to decorate their places of business and residences.

Beginning Friday afternoon, July 2nd, regular train service will be inaugurated over the new line, the first car leaving Milwaukee for Burlington at 4:15 p.m. and every two hours thereafter at 15 minutes after the hour with the exception of what would be the 10:15 p.m. car. This will be held until 11:15 p.m. to give those who wish an opportunity to attend the theater and get home the same night. The first car will leave Milwaukee at 6:15 a.m. From here to Milwaukee cars will leave every other hour from 6:20 a.m. to 10:20 p.m.

JULY 7, 1909 (FP)

The first electric cars of the T.M.E.R.&L. Co. reached here Friday evening. The first three cars contained the officials and their friends. The last three were for passengers. Geo. Ela introduced John I. Beggs, after which Mr. B. made a short address. A large crowd witnessed the opening and many went to Burlington to witness the grand opening there also.

JULY 9, 1909 (SD)

"BURLINGTON" is what you read on the interurban cars now. These cars commenced leaving Milwaukee at 4:15 Friday afternoon, July 2, 1909.

President John I. Beggs, accompanied by a party of 150 Milwaukeeans and his street railway

company employees band of forty pieces, left Milwaukee just ahead of the regular train at 4:15 last Friday afternoon. They were met at Waterford by Mayor H.E. Zimmerman, President Sam Jacobsen, of the Burlington Business Men's association, C.B. McCanna, Louis H. Rohr, Ald. John H. Uhen and City Attorney E. John Wehmhoff. A stop was made at Rochester, where a platform had been erected, and where Chairman Geo. Ela welcomed Mr. Beggs and the railway line. Mr. Beggs responded briefly, and then the party continued on their way to Burlington. The trip was made from Rochester in ten minutes, and, by the way, all were surprised at the smoothness of the roadbed, and were delighted with the scenery, the Fox river being in sight a good part of the way.

At Burlington the train was met by about 3,000 people, the music of the band and the blowing of factory whistles, and it was indeed a generous and a noisy welcome. Several car loads of Rochester and Waterford people followed the special train to Burlington. Mr. Beggs and his party were loaded into about forty waiting automobiles and given a short ride about the city. They were unloaded at the Hotel Burlington, and none too soon, as an extremely hot day was ended with a thunderstorm and a downpour of rain that compelled all to seek shelter. The crowds of people at the terminal marched to the city, preceded by the railway band and the Burlington Harmony band. All business places and many residences were nicely decorated for the occasion, and several arches of colored lights were strung across the downtown streets.

After supper and general greetings, the people assembled at the Burlington Business Men's association club house and grounds. When Mayor Zimmerman called the assembled ones to order there were fully two thousand people present. Mayor Zimmerman extended a hearty welcome to all the visitors, not forgetting to tell them that Burlington was a live, wide-awake progressive city, and the fairest one in Wisconsin.

The first speaker to be introduced here seemed more appreciated than they were in his home city. He denounced the social democratic party in the strongest language he could command, and warned the people against them and their teachings. He blamed social democracy for fostering a spirit to antagonize capital, when capital was trying its best to develop the country and its resources, and said they were trying to tear down where others are trying to build up.

In outlining his plans for the future, Mr. Beggs said he hoped in a few years to continue this line from Burlington to Lake Geneva, then to Delavan by Williams Bay, connecting at Delavan with the line to be built through Elkhorn. From there the line would be continued to Beloit and then north to Janesville and to connect with the line now being built south from Watertown.

Addresses were made by Mayor A.J. Horlick, of Racine; Mayor D.E. LaBar, of Delavan; Mayor S.C. Goff, of Elkhorn; Editor F.M. Higgins, of Lake Geneva; Alderman Chas. Lang, of Racine; and T.W. Guell, of Milwaukee. Other speakers were down for talks, including President Schenkenberg and Ed. Malone, of Waterford; President O'Connor and L. Clancy, of East Troy, Supt. E.W. Walker, of Delavan; C.B. McCanna, G.C. Rasch and Rev. T. Jacobs, of this city; City Attorney Kelly, of Milwaukee and others. But the special train carrying the Milwaukee visitors was scheduled to leave at 9:10, and at that time many left and the jollification came to an end.

Many were kept from coming here by the rain, and many started for home when they noticed the threatening weather. In spite of this, there was nearly a Fourth of July crowd out. Everything passed off in an orderly manner, and the committee having the arrangements in charge is to be commended for pulling off so good a celebration on so short notice. The new electric line runs from Milwaukee to this city over the following route: Cars leave the public

service building at Third and Sycamore streets, run out West Water and Reed streets to Greenfield, then out on Greenfield avenue through West Allis, Hale's Corners, St. Martins, Waterford, Rochester to Burlington. At present passengers are transferred at St. Martins to and from Burlington, taking the East Troy cars there. Trains leave Burlington at 6:30 every morning, including Sunday, and run every two hours hereafter. Trains leave the public service building in Milwaukee at 6:15 every morning, including Sunday, and every two hours thereafter, except that the 10:15 train at night is held till 11:15 to accommodate those who wish to remain for theatres or other entertainments. Transfers will be given to and from city cars. The fare from Burlington to Milwaukee is 70 cents, and a round trip ticket costs \$1.25, being good till used.

JULY 14, 1909 (FP)

The electric cars are proving a great benefit to the village (Rochester) and also to the city people.

The fact that a party of surveyors have been at work in this vicinity during the past week running a line in a northeasterly direction Milwaukee looks as though the Soo line might contemplate running a line into Milwaukee from here.

JULY 21, 1909 (FP)

That the offer of a Milwaukee department store to Burlington ladies of a free trolley ride and a free feed was so very eagerly accepted that it displayed the feminine trait to a very marked degree of getting something for nothing. On Friday of last week a party of over one hundred and fifty of Burlington's fairest were conveyed to Milwaukee by a special over the new electric line and were made the recipients of many courtesies, including a fine luncheon in the grill room tendered with the compliments of the firm. In view of the loyalty shown by those Burlington ladies to home institutions, we are constrained to say if they came home troubled with anything it must have been plain indigestion and nothing more. However it was a new and novel advertisement for a store and a very good one too. Now it's up to the Burlington merchants to go them one better. A trolley ride supplemented by a lake excursion and a famous Burlington fish fry at Brown's lake with a bath thrown in ought to be a very taking proposition.

OCTOBER 15, 1909 (SD)

Jake Mass and Matt. Miller, both of this city, have secured employment with T.M.E.R.&L. Co. in Milwaukee as conductor and motorman. They had their furniture loaded on flat cars and shipped to Milwaukee via electric Wednesday night, where they will make their home.

FEBRUARY 4, 1910 (SD)

A broken axle on the electric car due to arrive here at 8 o'clock Wednesday morning delayed traffic until 4 o'clock in the afternoon. The car had reached the Ayers farm just north of the city when the broken axle was discovered on the rear end. Passengers walked to the city, and the wrecking crew had to be called to take the car to the shops in Milwaukee,

MAY 6, 1910 (SD)

Last Friday evening the substation of T.M.E.R.&L. Co. was tested for the first time, but it was found that a wrong connection has been made somewhere. This was repaired Saturday. Saturday night the power was turned on and everything found in good working order when the current of electricity generated at Kilbourn City had set the huge machinery in motion. The current from Kilbourn City of 40,000 volts and is the one used by the substation. The current goes into transformers where it is reduced to 440 volts. From the transformers it goes into rotaries, where it is brought up to 1200 volts and sent out onto the wires. In case of necessity 1500 volts can be secured. That is double the former power and ought to furnish ample power for all purposes for years to come, even when the electric road carries

freight.

The new cars, which have long been promised, were put into commission Tuesday morning. They are the same size but have steel sides and the floors are made of a rubberized concrete, thus being strictly sanitary. The seats are a trifle larger but have an outside arm, which gives the conductor more room in the aisle.

With the increase in power and the new cars it would be an easy matter to cut down the running time from this city to Milwaukee and vice versa. The run from this city to St. Martins could easily be made ten minutes faster and this would reduce the time to Milwaukee to one and one-half hours. It appears that for the present at least the operation of cars from this division will be handled as in the past. Passengers from this line will be obliged to change onto the East Troy cars at St. Martins.

The substation here has taken on active work and will be running continuously from now on, half of the machinery being kept in motion, while the other is on reserve and can be started on a minutes' notice in case of a breakdown. Two men will be required to take readings and report hourly; one during the day and the other at night.

JUNE 10, 1910 (SD)

The Greek laborers have finished the ballasting on the Waterford-Burlington line and struck camp last Monday. They have secured employment on the C.M. & St. P. R.R. but expect to return to T.M.E.R.&L. Co. as soon as Pres. Beggs orders more extensions built on his interurban system.

APRIL 7, 1911 (SD)

The residents of Burlington who are employed by T.M.E.R. &L. Co. went to Milwaukee last Thursday evening to attend the farewell reception President John I. Beggs gave to his employees in the auditorium of the public service building. The auditorium was crowded to the doors.

As a token of their regard, the employees presented Mr. Beggs with a gold headed cane, a painting and an album containing the autographs of 3,000 employees of the company. Mr. Beggs was deeply affected by these tokens of good will. In his speech he showed the way the company has been raised from bankruptcy to its present efficient condition through the efforts of working together. Mr. Beggs left after the meeting for St. Louis where he will act as general manager for the St. Louis Car Co. He is succeeded in Milwaukee by James Mortimer of New York.

JANUARY 12, 1912 (SD)

W.D. Corrigan, of Milwaukee, attorney for Barney Reesman in the suits against T.M.E.R.&L. Co., has notified Mr. Reesman that he has made a settlement with the railroad company in which Mr. Reesman will receive \$750 in settlement of the suits. The cases will be finally settled in court in Racine later.

There were two suits against the railroad company resulting from injuries Herbert Reesman received in jumping off the electric car while the same was in motion. Mr. Reesman bringing one as guardian and another on his own account.

MARCH 1, 1912 (SD)

A genuine old-fashioned "northeaster" visited this section of the country Monday and crippled traffic of all descriptions. The storm started about 1:30 Monday morning and from then until six o'clock that evening great gusts of snow were driven about by a gale which registered forty-two miles an hour. And there was plenty of snow, it being estimated that

from twelve to eighteen inches fell on the level, the high wind kept the open places nearly clear of snow while in the shaded nooks and cuts drifts as high as eight feet were piled up.

It was impossible to keep trains on schedule although the railroads through here did better than expected. Morning trains on the Soo were only from fifteen minutes to half an hour late and afternoon trains little worse. The afternoon C.M. & St. P. road trains were from two to three hours late. By Tuesday the roads had resumed fairly regular schedules.

Freight service has been practically at a standstill since the blizzard a week ago Wednesday. City freight yards refuse freight because of the difficulty in handling it and instead of a car coming regularly from Chicago and Milwaukee on each line every day, it has come most irregularly.

The storm crippled interurban service, the cars making no trips after noon. The Burlington car went out on time at 6:20 and returned on schedule at 8:00 o'clock. It was nearly noon when it returned from the next trip and their orders then were to stay here. Motorman Taylor said there was no snow bank big enough to stop his car but the cars on the Milwaukee and East Troy division were unable to get through.

Country roads were blockaded, none of the rural mail carriers covering their entire routes. Monday morning the Wisconsin Condensed Milk Co. received only about two-thirds of its usual quantity of milk, any number of large loads being unable to get through. It was Wednesday before tracks were broken through all the roads.

Old settlers are already speculating on what will become of the bridges, etc., when the spring thaw comes. If the water from this snow breaks up the twenty-four inch ice on the rivers and drives it in large flows against bridge supports, there promises to be some trouble.

NOVEMBER 29, 1912 (SD)

The Milwaukee Electric Railway & Light Co. sub-station just north of North street is a busy place at present, a force of men being at work remodeling the interior and installing new machinery, which in the near future will enable the company to furnish the electricity used for lighting and power in the city of Burlington.

When the Burlington Electric Light & Power Co. united with the North American Co. about a month ago it was expected the change would be made, but few expected it so soon. While no definite announcement has been made whether the local plant will continue to run or not, local officials are of the opinion that it will continue to operate as a unit of the larger system.

A force of men has just completed work at the sub-station rewiring the transformers so that the electric current could be reduced from 38,000 to 13,200 volts, in order to fulfill the company's contract to supply the county agricultural school at Rochester with light and power. This change also made it necessary to change all the lightning arresters.

A large generator and motor were received at the local substation nearly a month ago, but it was not until last Friday that Wm. Leach, who will continue to serve as manager under the new control received the blue prints for the changes and installation.

The plans call for numerous changes at the substation. A heavy brick partition wall must be moved, as well as several of the present machines, to make room for the new machinery. The motor generator to be installed is of 500 K.W. power and the motor large enough to run it. This is equal to about 700 horsepower. The substation will furnish a current of 4,000 volts for power purposes and 2,300 volts for lighting.

While work is being pushed it will not be completed and ready for use before the first of next year.

SEPTEMBER 19, 1913 (SD)

The postponed hearing of the Wisconsin railroad rate commission, held in Milwaukee Monday, developed nothing new and no decision was reached by the commission.

The hearing was a continuation of the one two weeks ago over the application of T.M.E.R.&L. Co. to adjust the fares on its interurban lines. The electric road wants to charge at the rate of two cents per mile and patrons objected to this on the grounds that the move would raise the present rates. President Mortimer answered that no fixed rate had been asked by the railroad, but that it was left to the commission to fix a just and equitable rate to all. The hearing two weeks ago developed into a great demand for freight service on the interurban, but this question was not mentioned at the hearing Monday. The whole matter was taken under advisement and a decision will be rendered soon.

JANUARY 14, 1914 (FP)

A copy of the decision of the state rate commission on rates to be charged on the interurban lines out of Milwaukee has been received by City Clerk E.W. Beller. With a flat rate of two cents per mile and a minimum charge of five cents a number of changes are made on the line between here and Milwaukee.

The following table gives the local rates between the Public Service building in Milwaukee and the end of line to Burlington:

	Mileage	Charge
St. Martins	15.60	.24
Durham Hill	18.14	.29
Channel Road	19.97	.32
Muskego Dam	21.03	.34
Wind Lake	23.22	.39
Edgewater	23.62	.40
Waubesee	24.30	.41
Norway	25.18	.43
Town Line	26.29	.46
Waterford	28.54	.49
Dover Road	29.12	.51
Rochester	30.20	.53
Bellwood	32.75	.58
Burlington Limits	34.09	.61
End of Line	36.38	.66

According to the above table the one way rate between the public service building in Milwaukee and the end of the line in this city will be 66 cents one way or \$ 1.32 for round trip, as against the old rate of 70 cents one way or \$ 1.25 for round trip.

The fare between here and Rochester will be 13 cents and to Waterford 17 cents, with double those amounts for the round trip. The new rates will go into effect next Sunday and same will be published in our next week's issue. Children under three years of age will be carried free as heretofore. Children between the years of three and ten will pay half fare. Transfer privileges continue as heretofore.

The company are also ordered to sell through their conductors and at all their ticket offices non-transferable 300 mile books at 1.8 cents per mile, or \$5.40 per book, good for the payment of any interurban or suburban fare.

FEBRUARY 3, 1915 (FP)

One of the worst storms of snow and sleet that has visited this section of country for years took place last Sunday and Monday. A rain that fell Sunday froze toward night and encumbered telephone wires with such a heavy weight that they came down in all directions and Monday the only outside lines in working order were between here and Rochester and Waterford. The service was crippled the worst in years and all day Monday Burlington was practically cut off from outside communication by telephone and telegraph.

Work was started at once toward making temporary repairs on the rural lines. A great many poles and wires were down in all directions. On the Rochester line along forty poles were broke and a car load of new poles has been ordered to replace those broken on that line and the other rural lines. In some places it will be several weeks before the rural lines can be used again, the damage being so great. The telegraph service was also more or less demoralized and difficulty was had in establishing communication with other cities.

The interurban line between here and Milwaukee was hit the hardest of any since it was put in operation. Trouble began on Sunday evening, the slush packing the rails. Wires and poles were also down between here and Milwaukee and it was impossible to run any cars. Gangs of men were put to work at once and by Tuesday evening it was possible to run cars again on schedule time.

MAY 21, 1915 (SD)

There is a persistent rumor afloat that the Milwaukee Electric Railway & Light Co. is building new cars for use on its interurban lines. The rumor states that the cars are designed to furnish comfort for the passengers. Whether the invasion of the jitney bus prompted the company to make the move or whether they have at last come to the conclusion that as they are charging two cents per mile, as is done by the steam roads, they should furnish some of the accommodations furnished by the steam roads.

It is reported that two of the new cars will be put on the Waukesha line June 1. The new cars will be the same length and a few inches wider than the cars now in use. The seats will be of plush and more roomy than those now in use, and the smoking compartment will be larger and more convenient. When asked why the Waukesha line was to be given the new cars first it was said emphatically "because the patrons of that line are the biggest kickers."

JULY 21, 1915 (FP)

The Wisconsin Gas and Electric company, which increased its capital stock from \$ 2,000,000 to \$ 2,750,000, will use the additional capital in purchasing the electric lighting plant at Burlington and the gas and electric plants at Watertown. The transfer will be made as soon as passed on by the state railroad rate commission. Part of the money will be used to wipe out the company's debts incurred making improvements in 1912. In addition to the gas and electric plants at Watertown the deal will take in the 18 miles of transmission lines in that city. There will be no change in the management or policy of the local plant.

JULY 23, 1915 (SD)

Burlington employees of T.M.E.R.&L. Co. and their families were at Waukesha beach Wednesday or Thursday to attend the tenth annual picnic arranged by the company. The affair was bigger and better than ever and it is estimated that fully 10,000 people attended.

The picnickers were taken to the beach in special trains and when they got there they found many special games and outdoor amusements on land and water. There were exhibition drills, baseball, basketball, races and contests of all kinds with liberal prizes for the winners. The company served free refreshments and 25,000 cones were prepared for the occasion,

filled with 800 gallons of ice cream. To make lemonade, 6,000 lemons were used and 600 pounds of sugar.

SEPTEMBER 22, 1915 (FP)

The Burlington Electric Light & Power Co. has transferred all its property to the Wisconsin Gas & Electric company for a consideration of \$60,000, papers to that effect having been filed on Monday in the register of deeds office at Racine.

The Wisconsin Gas & Electric company is purchasing all of the independent concerns in the state as rapidly as possible.

OCTOBER 29, 1915 (SD)

The continued effort of inland towns to get T.M.E.R.&L. Co. to haul freight on its lines to commencing to bear results. The Merchants & Manufacturers association, of Milwaukee, has taken up the project and a delegation of their officers, business men of Milwaukee and officials of the railway company visited Burlington, Monday, while on a trip over the East Troy and Burlington lines to learn the sentiment of the people toward the hauling of package freight.

Among the prominent men in the party were: T.W. Rogers, John I. Klingeler, R.L. Frost, Frank Barry, president, vice-president, assistant secretary and chairman traffic committee, respectively, of the Merchants & Manufacturers association; John LeFeber, president of the Gridley Dairy Co.; George Kuemmerlein, J.E. White and Chas. Lamb, transportation superintendent, interurban district superintendent and publicity agent, respectively, of the electric line.

The party arrived here in a special car about 1:30 and were met by C.E. Partee, local representative, who escorted them to the rooms of the Business Mens association. There they were met by a representative group of business men and the question discussed from all angles. Ed. Malone, to whom the credit of everlastingly pulling for freight service must be given, and Henry Halbach, of Waterford, accompanied the party to Burlington.

The sentiment expressed in Burlington was decidedly in favor of hauling freight, that is if a yard was established in a convenient place and no freight cars run on the business streets. The party said the sentiment all along the line was strongly in favor of freight hauling.

There is a noticeable change in the attitude of the Milwaukee company regarding the hauling of freight on its interurban lines. Waterford, East Troy and other inland towns have been trying to get package freight since the line was established but have received little or no encouragement. The past year, probably through the milk supply trouble, the matter has been brought to the attention of the Milwaukee Merchants & Manufacturers association and they have taken it up with the railroad company.

President Rogers said in the discussion at the Business Mens association rooms that Milwaukee had been growing at the rate of 10,000 people per year for twenty years and if the growth continues the city must look to nearby territory for its food supply. This section is rich and with package freight service farmers could realize a big sum from their farm produce.

The street railway is at present prevented from carrying freight by its local franchises. The franchise granted in Burlington permits the hauling of freight cars on the city streets during the night, while the franchise in Milwaukee does not mention freight hauling.

The present plan of the Merchants & Manufacturers association is to develop sentiment in

favor of the proposition so new franchises can be secured. The visit of the officials, Monday, will be followed shortly by a big booster trip of Milwaukee business men over this line. It is expected that 200 men will make the trip and they will have dinner in Burlington.

NOVEMBER 17, 1915 (FP)

The Merchant and Manufacturers' association of Milwaukee has been notified by the Milwaukee Light, Heat and Traction company that it is ready to inaugurate the freight carrying traffic on the Burlington and East Troy suburban lines. The company intend to inaugurate the new service about Dec. 1st.

The Merchants' and Manufacturers' association is planning a booster trip over the electric line on Tuesday, Nov. 23. A large delegation will make the trip. Stops will be made in every town and village between Milwaukee and East Troy and Burlington and meetings will also be held to discuss the benefits to this part of the country through the new freight carrying service. Among the speakers on the trip will be several officials of the M. and M. association, who have been largely instrumental in getting the service.

NOVEMBER 24, 1915 (FP)

Freight service will be established over the electric line between here and Milwaukee and intermediate points on Wednesday, Dec. 1. There will be two trips made each way daily, a car for the present being attached to the regular passenger car. Freight will be received and delivered here at the local electric light plant. There will be a city delivery made from there, the same as is done by the express company. The scale of charges for carrying freight will be the same as those made by express and the freight handled will be very similar to that carried by the express companies. The business will be started in on a fair sized scale and gradually worked up, so that it can be handled in a satisfactory manner. There will be several stations established in Milwaukee for the handling of freight, but the most of it in the start will go and come through the Public Service station.

DECEMBER 1, 1915 (FP)

Beginning today, Wednesday, Dec. 1, the T.M.E.R.&L. Co. will inaugurate the freight and express service over its system between Milwaukee and East Troy and Burlington. The following relative to the service may be of interest:

There will be two classes of service. Class A will include collection and delivery, as well as transportation. Shipments under this class are limited to Milwaukee, Waterford, Burlington, Mukwonago and East Troy. Class B does not include collection or delivery. Shipments under it may be made to or from any point where passenger to or from any point where passenger cars stop. Where there are no agents, goods must be delivered to the conductor, and the consignee at such points must be on hand to receive the goods from the conductor, or they will be left on the platform at the owner's risk.

Goods that will be accepted for shipment are divided into two groups: (1) Commodities, including a list of articles printed in the tariff sheet, together with everything, liquid or solid, raw or prepared, that is used for food. (2) General merchandise. Goods of either group may be shipped under either rate class A or B.

Charges for service are based upon the distance the goods are carried. There are three distance zones: 1 cent fifteen miles or less; 2 cents, fifteen to thirty miles; 3 cents, forty-five miles.

The general custom prevalent among express companies of handling empty milk cans, etc., free of charge will be followed, but owners will have to take these to the stations. Under

rate class A there will be a minimum charge of 21 cents where there is no return of empties; 30 cents with return. Under class B the minimum charge will be 20 cents without return; 25 cents with... The rates for milk shipments are based upon those now charged by steam railroads, and will make it to the advantage of the producers to send their milk to Milwaukee rather than to Chicago, because of the shorter haul.

As noted elsewhere, the handling of freight in freight cars is confined to points west of West Allis. The cost for handling car lots will be materially decreased under the new tariff. The basis of the new tariff is 5 cents per ton mile of haul for fifteen miles or less; 4.4 cents per ton mile from fifteen to twenty miles; 3.8 cents from twenty-one to twenty-five miles; and 3.2 cents from twenty-six to thirty miles; with a minimum rate of \$10 per car. Under these rates a car weighing twenty tons, Mukwonago to Waterford, will cost \$17.51; under the old rate it would have cost \$ 32.80.

JULY 28, 1916 (SD)

Practically all of the Burlington employees of T.M.E.R.&L. Co. with their families were at Waukesha beach either Wednesday or Thursday to attend the annual picnic given by the company. The picnic is given on two days so all get a chance to attend without interrupting service and thousands attended each day. In spite of the extreme heat all enjoyed the affair.

Officers of the company mingled with their employees, and altogether it was a happy family gathering. President J.D. Mortimer, with a number of friends, arrived at the beach in his private car. He remained until the last of the picnickers left for home. Vice President and General Manager S.B. Way, Vice President and Assistant General Manager R.B. Stearns, Dr. C.H. Lemon and several departmental heads were in the crowd. M.G. Jeffris, Janesville, drove out to the beach in the afternoon and met many of the picnickers.

Swimming and eating were popular pastimes. Nearly everybody brought huge baskets filled with good things to eat. The feasting began early and never ended. Piers leading from the bathhouses were crowded, and the shore line was black with spectators. A long legged youngster, brown as an Indian, entertained the crowd with fancy diving. He was popularly dubbed Deutschland because he remained under water so long.

The big pavilion where the company gave away lemonade and ice cream was one of the popular spots. Nearly 3,000 gallons of lemonade and at least 600 gallons of ice cream was given away during the outing. Because there was a shortage of drinking cups many picnickers bought pop and then visited the refreshment pavilion and had the bottles filled with lemonade. Thirty thousand ice cream cones were given away during the outing.

AUGUST 9, 1916 (FP)

An important deal was closed here on Tuesday by which F.J. Ayers sold to T.M.E.R.&L. Co. his interest in the mill pond, flouring mill, Pine street lots, etc. The consideration was \$16,000. Mr. Ayers retains the privilege of cutting ice on the mill pond.

The new purchasers intend to repair the mill dam at once and will restore the millpond again to its former state of water.

The purchase of the property of T.M.E.R.&L. Co. is largely due it is said to a desire on their part to show their friendly interest in Burlington and also to improve the property and make it one of the beauty spots in this part of the state. The old flouring mill, which has been any eye sore for some time, will probably be torn down. The property sold has been owned by the Ayers for the past 38 years.

JANUARY 10, 1918 (FP)

One of the worst blizzards for years visited this section of country the first of the week. It came from the southwest and struck here about midnight Saturday. For hours the wind blew at the rate of forty miles an hour and packed the snow into large mounds and billows. Sunday the city was practically deserted and no automobiles were to be seen anywhere. The fall of snow amounted to nearly two feet on the level, and in many places drifted into depths of from four to six feet. No attempt was made on Sunday to keep the sidewalks clear of snow, as they would soon fill up again.

The electric line was the least handicapped by the storm. Service between here and Milwaukee was kept up until 8 o'clock Sunday evening and the only trips that were missed were those after that hour and the early one Monday evening.

JANUARY 18, 1918 (SD)

The second big snow storm of January, 1918, struck Burlington and this section of Wisconsin last Thursday and Friday, right on the heels of the storm of Sunday, January 7.

It caused a worse tie-up of railroads, interurbans and country roads than did the storm earlier in the week, and the weather was much colder.

Just when the country was recovering from the first storm, along comes the second one, attaining its fiercest period on Friday afternoon. Snow fell all day Friday and the high wind filled the roads where they had been dug out and piled the drifts higher.

The electric line abandoned its schedules between Burlington and Milwaukee Saturday afternoon, chiefly because the lines in the city of Milwaukee could not be kept clear of snow. The snowplow kept at work on the Burlington and East Troy lines and kept the road open. The first train left here for Milwaukee at 12:30 Sunday noon and the service has been regular since then.

FEBRUARY 1, 1918 (SD)

Burlington people, after working heroically for two weeks to dig the city out of two big snow storms, awoke Monday morning to find that they had the same thing to do again. The weather man seems to have no regard for railroads or the caloused hands of the shovel brigade.

There were practically two storms in this vicinity--one Saturday and one Monday. The storm Saturday started early that morning and while not a great deal of snow fell a strong northeast wind piled it into every cut or shoveled space. Train service on all lines was severely crippled.

The interurban line kept to schedule fairly well Saturday and Sunday up to the last trip Sunday night when the car was delayed and did not reach here until nearly 3 o'clock Monday morning. The car made no effort to go out Monday morning until 10:20 after the snow plow had made a trip out here clearing the track.

OCTOBER 4, 1918 (SD)

Regular meeting of the common council called to order by Mayor H.A. Runkel. Roll call showed the following present: Barry, Edwards, Forge, Jacobson, Peterson, Rewald, and Rueter.

The matter referring to T.M.E.R.&L. Co. and the following letter was read:
Milwaukee, Wis, Sept. 25, 1918. C.O. Bergener, city attorney, city of Burlington,
Burlington, Wis. Dear Sir: Storage of cars on tracks in city streets. Referring to your

letter of August 29, addressed to our Mr. Kuemmerlein, we wish to report that the matter of avoiding the storage of passenger and express cars on the end of the double track on Geneva street has been carefully investigated with a view of providing some other method of disposing of these cars which it is necessary to leave in Burlington overnight. The avoidance of the practice of which you complain involves some track changes, including the installation of some additional switches and cross-overs, which should be located east of the river. Incident to these changes, we desire to change our tracks from a double track to a single track, beginning at a point on Geneva street east on Pine street so as to eliminate the double track crossing of the Soo Line railroad between Pine street and the river. If this change in tracks on the east end of Geneva street is agreeable to the city of Burlington, we will proceed to make the necessary changes as rapidly as possible and thus place ourselves in a position to avoid the storage of cars on the west end of Geneva street. May we hear from you at your early convenience? Very truly yours, S.B. Way, Vice President and General Manager

The city attorney was instructed to take up this matter, upon motion of Ald. Barry, seconded by Ald. Peterson. Motion carried, all voting aye.

JANUARY 3, 1919 (SD)

For the first time since the electric line was built to this city eleven years ago there were no cars running on New Years day. Employees of T.M.E.R.&L. Co. went on a strike for higher wages the night before and as a result people who had planned New Years trips were obliged to remain at home. A compromise was reached New Years night and cars resumed regular schedules Thursday morning.

The strike had been promised for some time. Street railway employees had asked for an increase in wages from 36 to 42 cents an hour to 39 to 46 cents and the company refused the increase, claiming that the present five cent fare in the city of Milwaukee would not permit them to make the raise. The company promised the increase provided the rate commission would allow them to increase their fares, but this the rate commission refused to do.

The strike was called at 6:30 a.m. New Years morning, exactly as the men had threatened in case their demands were not met. Thirteen hundred men stopped work. Not a car went out in the city of Milwaukee or on the interurban lines until the strike was called off.

At the insistence of the Milwaukee Association of Commerce that 200,000 wage earners in the city should not lose their wages in whole or in part through inability to reach their work, and that the strike must be settled at once, the company agreed to give its men a reasonable increase beginning January 2, to continue until January 31, the association pledging itself in the interim to use its efforts to secure a permanent settlement of the question of revenues from the Wisconsin railroad commission.

The raise granted is 4.5 cents to 5 cents an hour, depending upon the class of employees. The old scale was 32 to 42 cents an hour and this will make the scale 36.5 to 47.5 cents an hour, for the present.

JANUARY 31, 1919 (SD)

Burlington people, especially patrons of the electric line, were interested in the announcement made in Milwaukee, Saturday, that there would be no strike of T.M.E.R. & L. Co. employees on February 1, the company agreeing to continue the wage increase granted January 2 until March 15.

It will be remembered that after the strike on New Years day the company granted a thirty day wage increase, pending a decision of the rate commission on an increase in fares. The

rate commission has reached no decision and at a meeting of all interested in Milwaukee, Saturday, the company agreed to continue the new wage scale until March 15.

James D. Shaw, attorney for the street car company, said the company would be guided by any request of the committee as long as it was understood that any loss incurred by the company, if such could be shown, would be taken into consideration in the decision of the railroad rate commission on the petition for a higher fare and that the increased wages would be regarded as a legitimate part of the operating expense.

Railroad Commissioner Carl D. Jackson said these factors would be taken into consideration. During the past two weeks a special legislative committee and the rate commission have conducted hearings in Milwaukee and all evidence introduced showed close cooperation between company and employees in fostering the strike.

Bert Hall, secretary of the Employees' Mutual Benefit association, was on the stand Saturday and testified relative to events which led up to the strike. At the meeting on December 27, at which the strike resolution was passed, Mr. Hall testified, there was no opposition from any of the eleven directors of the association who represented the company.

"You do not recall any protest against the strike by any of the company's directors?" Mr. Bender asked. "I do not," Mr. Hall replied.

On December 29 a referendum was taken among the employees. The ballot, it was brought out, did not contain the word "strike". It was merely asked whether the voter upheld the efforts of the association and the labor adjustment committee to secure an adjustment of wages.

"Why was not the word strike used on the ballot?" asked Mr. Bender. "It was believed that the matter was well enough understood among the men," was the reply. Other question sought to determine the method of voting.

Mr. Hall described it as follows: Each man on entering his station received a ballot. His number and sometimes his name was taken and noted, this forming the polling list. The voter then went into the men's rest room and marked his ballot at any convenient place, after which he deposited it in a regular ballot box provided.

"Did the men hand the ballot to anyone or did they themselves place them in the boxes?" Mr. Bender asked. "I saw men place the ballots in the boxes themselves while I was present," said Mr. Hall. "On other occasions they may have handed them to members of the committee to deposit in the boxes."

Mr. Hall testified that the ballots were printed on presses belonging to the company and that he knew of no arrangement to make any payment for them.

APRIL 11, 1919 (SD)

Burlington faces another tie-up of its interurban railroad and Milwaukee faces another tie-up of its city street car system.

The Wisconsin railroad rate commission last Saturday handed down a decision refusing to grant T.M.E.R.&L. Co. permission to raise its city fare, claiming it could make sufficient return on its investment with the present 5 cent fare.

It will be remembered that the strike which tied up all Milwaukee and interurban travel on New Year's day was caused by the company refusing to grant employees an increase on

wages claiming it could not afford to under present rates. It appealed to the rate commission to increase the rates, and granted the employees the increase in wages asked until a decision was handed down by the commission.

The agreement between the company and employees expires April 1 and to date no agreement has been reached. Employees say they will not go back to their old wage scale and the company claims it cannot afford to pay the increase. Unless an agreement is reached by next Tuesday there will be another strike.

The belief is held in many circles that the company fostered the strike on New Years day to force an increase in city fares. This was denied by Attorney James D. Shaw, representing the company, in final argument on Monday before the special legislature committee at Madison appointed early in the session to investigate the Milwaukee car strike.

Attorney Shaw's statement that witnesses have shown that the company neither inspired, nor moved, its employees to strike was made in answer to the charge of Attorney Walter Bender, representing the railroad commission, that the company had prostituted the Employees' Mutual Benefit association to the purpose of coercing the railroad commission into granting the company higher street car fares in Milwaukee.

Attorney Shaw and Attorney Walter Drew, who represented the Employees' Mutual Benefit association, defended the actions of the company and its employees respectively.

Last Saturday's decision of the railroad commission, denying the company an increase in fares, was described by Attorney Shaw as being "based on prophecy" because it predicted that the price of coal would go down. He also charged that the state had put the control of its public utilities into the hands of a "soothsayer". He said that the company took the position that it was not getting a fair return and that it could not take from the investors their just return to pay the demands of the men, and consequently the company refused to pay the increased wages.

T.M.E.R.&L. Co.'s recommendations for finds, which were laid before the committee by Attorney Shaw contained the following statements:

"Witnesses testified that they were in no way inspired to strike; that they did not entertain the conviction that the company was willing, or desired, to have them strike; that they were actuated solely by the desire to secure higher wages and that the strike weapon was employed as a last resort.

"After about twenty of such witnesses had been called the committee refused to allow the company to call additional witnesses for the purposes of showing that all the men were actuated by the same purpose, and that none of them were in any way inspired or moved by the company. There appears to exist a deplorable lack of cooperation between the local and state authorities and the company. Such cooperation might increase the usefulness of the company facilities to the public, and would tend to minimize the cost of service."

Attorney Bender's final arguments before the committee included the following finding of fact which he asked the committee to accept:

"The Employees' Mutual Benefit association is a praiseworthy organization and serves many laudable ends in connection with the public service activities of the company. But it has been purposely prostituted by the company to the improper, reprehensible purposes of attempting to coerce the railroad commission to hasten unduly its consideration of the various petitions presented by the company and to give to the company increased returns before wage increases necessitating them had been made by the company."

MAY 29, 1919 (FP)

The prospects are that a large number of Knights Templars will go to Milwaukee next Sunday on the interurban to attend services to be held in the Auditorium there. They will leave here at 10 a.m. in special cars on the interurban and the price for round trip tickets will be \$ 1.50. All Masons and their ladies are invited to go and should let M. McLaughlin know by Saturday at noon so as to ensure suitable accommodations.

SEPTEMBER 18, 1919 (FP)

There is no doubt but that interurban electric lines in various sections of the country have had their business largely curtailed during the past few years by the growing use of automobiles. Probably that is one of the reasons why the T.M.E.R. & L. Co. is going into the interurban freight business so extensively. Another reason is said to be the unsatisfactory service that the steam roads have been giving for several years past.

The service the company has inaugurated lately between this city and Lake Geneva, Elkhorn and Delavan is way beyond the expectations of the company and some days five or six tons of freight are brought here over the electric line consigned to those points. Arrangements are also being made to put on new trucks with pneumatic tires that will carry heavier loads at a higher rate of speed.

The latest addition to the company's already large freight business is an express service between Milwaukee and Madison starting Sept. 22. Freight will be taken from Madison to Watertown by large auto trucks and carried from there to Milwaukee over the electric line.

Farm and city express freighting will be carried by the new line. Farmers desiring to ship produce to Milwaukee or Madison may do so by hanging cards which will be provided them on the mail boxes. The company hopes to help combat the high cost of living by allowing farmers to ship their produce direct to the city on a C.O.D. system with the company, making the cash collections at places of consignment.

Summer and winter traffic is assured by means of an efficient road patrol. In the winter it is the plan to have a road repair car constantly at work with a special truck equipped for keeping the road cleared of snow.

At an early date the traction company will install a similar express service from Kenosha to Chicago, thus opening a direct express service line from Madison to Chicago.

"We are not going into business merely to haul shipments to and from Milwaukee," said J.W. Reeve of the T.M.E.R. & L. traffic department today. "We are in business to sell service. Equipment will be provided to insure keeping of schedules to allow shippers to depend on our new truck line."

OCTOBER 9, 1919 (FP)

Mrs. A. S. Peterson of Union Grove, a widow lady about 68 years of age, was the victim of a distressing accident last Monday afternoon about 2 o'clock when she was ran over and killed by the auto bus on the electric line running between here and Lake Geneva.

Mrs. Peterson came here from her home at Union Grove on the 1:50 passenger train on the Milwaukee road for a visit at the home of her brother-in-law, John Peterson, at 519 Geneva street. She walked up from the depot and had crossed the double track of the car line in front of Mr. Peterson's residence when she was hit by the electric line bus which was on its return trip to Lake Geneva. Jos. Brozosky, the driver, stopped as soon as possible. It was found that Mrs. Peterson had sustained injuries which caused instant death. Her skull was fractured, a hole on the left side of her head and one of the limbs was badly crushed. The

driver of the bus claims he did not see Mrs. Peterson until she stepped in front of it and was hit.

OCTOBER 23, 1919 (FP)

The Soo Line has also purchased of T.M.E.R. & L. Co. a strip of land twenty-two feet wide adjoining the mill pond and will fill the same in so as to give them another large side track in addition to the present ones they have. It will not be put in until next year.

JANUARY 23, 1920 (SD)

THE INTERURBAN SITUATION: The Electric Company, Eager to Render Good Service at Its Fair Cost, Finds This Task in Part Made Difficult and in Part Made Impossible, Because of Conditions Imposed by City and State Government Agencies.

The Electric Company wants its customer, the people of Milwaukee and The Milwaukee suburban and interurban district, to know the facts of the interurban situation, in order that so far as possible an informed public opinion may help to enforce a settlement in accordance with the controlling facts. These facts, as the Company sees them, will be set forth in this advertisement.

Before stating the facts, The Electric Company wants its customers to know that it means to make every effort in its power to save them from discomfort, loss of time and extra expense which the Milwaukee city government's present policy threatens to impose upon them, on and after February 1. The 4,300 men and women workers and the 15,000 investors who make up The Electric Company realize that our duty to serve and satisfy our customers, so far as we can possibly do it, is our first and highest obligation. Anybody who tells you we are asking more than a fair wage for our time, labor and savings employed in this service, or that we are loafing on the job, or that we are indifferent to our customers' comfort or their rights, either does not know the facts, or deliberately misrepresents them. We believe we can trust you to credit us with the same degree of intelligent self-interest, and the same decent regard for the rights of our customers and of the community, that any equal number of you who read its advertisement would feel if you had our job. Now for the facts:

1. The Wisconsin Railroad Commission, fixing single fare limits beyond the Milwaukee city limits, and requiring us to issue universal free transfers to any point within the single fare limits, has made every customer of The Electric Company's city car lines potentially an interurban passenger. From 20,000 to 25,000 of you are actually daily interurban passengers--between Milwaukee and the suburban and interurban cities and towns on our lines.
2. The Milwaukee city government has procured a court decision that The Electric Company has no right to render interurban service on its Milwaukee city lines, without first obtaining a city franchise for that business, except on certain parts of our city lines where the court found that the Company has interurban franchise rights.
3. The interurban car service supplied by The Electric Company for over twenty years past has been a big factor in promoting the growth and prosperity of Milwaukee and the other cities and towns of the Milwaukee district. This service has never earned a profit for the company. For years past nobody has objected to it, except the Milwaukee city government.
4. The Milwaukee city government urged by the city attorney, brought suit as a property owner to stop the interurban service. The city attorney urged this suit as a club to compel the Company to supply free electric energy for moving city bridges which our cars do not use. He knew, when he sued, that the Company cannot supply such free service except in

violation of State law. The city attorney misrepresented the facts to the city council, in his letter of Dec. 13, 1918, asking the council for permission to sue. In that letter (which you can find on pages 718 and 719 of the Common Council Journal of Proceedings, Dec. 16, 1918), the city attorney named the Broadway, Buffalo, Huron and Chestnut street bridges, and stated that the Company has asked the Wisconsin Railroad Commission to "determine the propriety of its continuing to furnish the electric current to swing these bridges in accordance with its franchise." The city attorney knew, or should have known, that the Company did not ask the Railroad Commission to pass on the question of free current for the bridges named, which our cars do not use, but did ask for a ruling as to free current for bridges which our cars do use. The city attorney knew that the State indeterminate permit law of 1911 set up a new rule in place of the old franchise provisions, and prevented the Company from supplying free service of the kind demanded by the city attorney. The city attorney knew that the Company had and has a suit pending in the courts to collect \$23,533, from the city for current supplied, to move the bridges which he named. The city attorney was unwilling to try that case on its merits. Instead, he undertook to blackjack the Company into dropping its suit to collect for service rendered, and to compel the Company to render that service free in violation of the State law. His method was to attack the interurban service. He figured that he could force the Company to ask for an interurban franchise, in which free current for city bridges, and perhaps other expense burdens, would have to be assumed by the Company.

5. The Company, operating its suburban and interurban car service for many years past at less than a bare interest return on investment, cannot afford to ask for or accept the interurban franchise which the city attorney insists upon. The Company cannot afford it for the reason that if we accept such a franchise, we will become liable to damage suits by over 100,000 owners of property fronting on streets traversed by our cars. The city government has just won a suit against the company in which the court, following an old decision of the State Supreme Court in a similar case, has indicated that damages might be collectable, so doing the city government has set an example which thousands of other owners of abutting property might be expected to follow. If the company, accepting a franchise should expose itself to that danger. Operating without a formal franchise, as it has done for twenty years past, without profit to itself but with great profit to the community, the Company cannot be sued for damages. All that it can be made to do is to discontinue supplying interurban service over city streets. This, under the court's finding in the city's suit, we are required to do, beginning February 1. The Electric Company is eager to serve, but cannot risk being bankrupted by thousands of damage suits, in order to continue serving for no profit.

6. Having, for the reasons just stated, to stop supplying interurban service in city streets after February 1, the Electric Company will do everything in its power to make the necessary changes with minimum discomfort, loss of time and extra expense to its customers. The details of change in this service have not yet been fully arranged, but will be announced in plenty of time so that all affected by them may make your plans accordingly.

7. The city attorney, having misstated the facts to get the council's permission to wreck the interurban service, is now misstating the facts to the public in order to escape blame for the vast amount of discomfort to the riding public, which must result from his policy. He is telling the public that he attacked the interurban service in order to save the city from paying the Company \$8,000,000 of "severance damages" if and when the city buys the Milwaukee city car lines and cuts off "the arms and legs" of the suburban and interurban feeder lines which are now part and parcel of the city system. As a matter of fact, the entire investment in the suburban and interurban car lines is only about \$7,000,000. As another matter of fact, any time the city buys the urban car lines it will of course want to buy also the suburban and interurban feeder lines. The city will want to do this in order to control the conditions of its outward growth, and to promote its trade with the suburban and interurban

districts. No city government with a lick of practical business sense will ever wish to cut off "the arms and legs" of its electric railway system, and in that way build a Chinese wall around this community. As another matter of fact, the only organized group of Milwaukee citizens that seriously advocates municipal ownership fully recognizes that the city, when it buys, will need to take over the city, suburban and interurban traction system in an organic whole, for the sound business reasons just stated.

The Electric Company is ready to sell any time the people of Milwaukee get ready to buy. Meanwhile, if we are to render the kind and quantity of service you all want, and which we wish to supply, we must have more cooperation from your city and state governments, and less of destructive nagging done by public officials for their own political promotions. This, as we see it, is the plain English of the interurban situation. THE MILWAUKEE ELECTRIC RAILWAY & LIGHT CO.

FEBRUARY 6, 1920 (SD)

Get right out, turn around, pay seven cents and get right back in again. This is the procedure passengers on the interurban cars are now obliged to go through before they can get into Milwaukee. This inconvenience and extra fare because T.M.E.R & L. Co. will not take out a franchise to run interurban cars into Milwaukee is being universally condemned by patrons of the line.

In speaking of the cause of the action on the part of the railway company the Wisconsin News says: Get this straight. If the trolley corporation takes advantage of the interurban injunction to make you change cars at the city limits and to charge you an extra fare, it will be because it wants to do it, not because it is compelled to do it.

In other words, if it makes you get out in the mud and come across with an extra nickel, it will be because this corporation would rather have that nickel and subject you to discomfort than take out an interurban franchise as the law demands.

Remember, it can have that franchise for the asking, and with but two or three reasonable conditions for the protection of your interests.

If the traction crowd did not secretly welcome this opportunity to dump you at the city limits and then shake you down for another fare, why has it not appealed from the decision of the court?

You know its record. For over ten years, the street car company has appealed from practically every decision that crossed its purpose, and fought some of them up to the Supreme Court of the United States.

But when the recent injunctional decree was handed down, it couldn't break into print fast enough with the announcement of its acceptance. Why?

Because it thinks it can badger you and bleed you into letting it resume its illegal operation of interurban cars without a franchise, while increasing its revenues in the bargain.

Are you going to let a corporation that has hectorated and ill-served you for years put over this piratical policy at your expense, at the expense of your future control of municipal transportation?

You know why the trolley crowd does not wish to accept an interurban franchise and obey the law that it has violated for years.

You know that it is trying to put Milwaukee in a position where it cannot municipally acquire the city street car system without buying the interurban system as well, or paying prohibitive severance damages.

That is why it "scrambled" the city and interurban systems last February and placed them under one ownership.

That is why it does not wish to accept a franchise one of whose conditions would be a waiver of its claim to such severance damages.

In a recent statement to the public the company says that any time the city buys the urban lines it will "of course" want to in the interurban lines too. "Practical business sense," it adds, would dictate such a course.

If the trolley crowd is sure of that, why did it "scramble" the two properties so as to compel Milwaukee to buy its interurban lines or pay heavy damages.

The fact is that Milwaukee would no more think of taking over the interurban lines of T.M.E.R.&L. Co. with its city system, than of acquiring the interurban lines of the Milwaukee Northern or Chicago & Lake Shore at the same time.

This for the self-evident reasons that it could not afford it, and that these systems would be a burden rather than a help to the development of the urban service.

But whatever the city's policy in that respect might be, it wants to be free to make its choice in its own interest, not compelled by crafty tactics to take a course in the corporation's interest.

Which shall rule in Milwaukee, the law of the state or the private will of the traction trust?

Who shall control the future of Milwaukee's transportation, the people of this city and their government or the officials of an arrogant and greedy corporation?

Those are the issues at stake in the interurban controversy.

Don't let the press agents and organs of the trolley interests, with their crocodile tears over the prospective plight of suburban passengers, becloud those issues.

Don't let them distract you from the fact that the street car crowd alone will be responsible for any inconvenience and expense it may inflict upon you; that it wants to inflict this inconvenience and expense as part of its game to coerce Milwaukee than take out a franchise and obey the law.

FEBRUARY 13, 1920 (SD)

For ninety days at least rural patrons on the interurban line will not have to change cars and pay an extra fare before they can get into Milwaukee.

At the request of the Milwaukee city attorney Judge Fairchild issued an injunction restraining T.M.E.R.&L. Co. from running interurban cars into the city, effective February 1. The injunction caused such a universal protest that at the last minute the city attorney and officials of the street car company appeared before Judge Fairchild and asked that a stay of execution of the court order for ninety days be granted and the request was heeded.

City Attorney Williams agreed to the stay of execution upon condition that special committee headed by Attorney Olwell would during that time make a thorough investigation of the controversy and outline, if possible, some constructive program looking toward a solution of the problem.

Vice President Way, of the Electric company said: "It is greatly to be hoped that the citizens' committee will find some method during the next ninety days that will relieve the public of the apparent necessity of subjecting itself to the annoyance, inconvenience and in many cases actual hardship involved in any method of actually breaking interurban service at the city limits or other points.

"The company will gladly cooperate with the committee or any other body in making a full and complete investigation of all the facts and circumstances involved in the interurban and city service."

MAY 7, 1920 (SD)

A report in Milwaukee the first of the week said John I. Beggs is again going to take the position of general manager of T.M.E.R.&L. Co. succeeding J.R. Mortimer who resigned.

Burlington citizens, and those interested in the growth of the interurban system hope the report is true for they think that if he assumes control there is some chance of getting electric line extensions. Mr. Beggs planned and built the present interurban system and it is a well known fact that other extensions had been planned when he resigned to make room for Mortimer, who was a light man, and under whose reign the lighting system was enlarged so it covers all of southeastern Wisconsin.

Burlington people feel that should Mr. Beggs accept the place there is a bright chance that the interurban line will be extended to Lake Geneva, and possibly Elkhorn and Delavan. The success of the company's freight business will be another factor to be considered.

In reply to a question as to whether or not he was to become chairman of the board of directors Mr. Beggs said: "There is probably some foundation for it. Since the resignation of Mr. Mortimer, direction of the company's affairs has been largely in the hands of the executive committee, of which I am chairman. A proposal has been brought forward to create the position of chairman of the board of directors, on condition that I would accept the place.

"The electric system as it now exists, and especially the interurban system, was largely created by me. For years it was my pet, I brought it into being, and it put Milwaukee on the map. It brought the surrounding country into touch with the city. It forwarded Milwaukee's prosperity and growth."

APRIL 22, 1921 (SD)

A belated snow storm, which commenced last Friday evening, broke all records for severity in this section.

Railroad lines, interurban lines, the country roads and city streets were impassable, and traffic was greatly delayed or abandoned altogether.

The snow storm followed a drizzling rain which fell most of last Friday afternoon. It commenced "spitting" snow about 8 o'clock and the wind commenced to break loose. The snow and wind increased until this entire section was in the grip of a veritable blizzard. The wind was from the northeast and drove the snow before it in a gale. By Saturday noon railroads and the interurban line were out of commission.

Country roads were so blocked by 8 o'clock Saturday morning that rural mail carriers who attempted to make their trips were turned back. The star route between Burlington, Rochester and Waterford was abandoned, and there was no Sunday service over this route. Monday morning's mail was carried over the electric line that is, the first class mail, and the other mail was sent up by wagon later.

The Soo line kept up pretty fair service south of here, but to the north the line was hard hit around Waukesha. Trains were from one to six hours late. The Milwaukee road did not have a train through from the time the 10:47 train went east Saturday morning till Sunday afternoon. A freight train became stalled between Union Grove and Corliss and delayed all traffic. North of Oshkosh there was no storm.

In this city streets were blockaded by the heavy fall of snow, piled up in drifts from two to six feet deep. The automobile was put out of commission early on Saturday.

Milk teams coming to the city that usually reached here by 9 o'clock in the morning were abandoned altogether or their loads divided and hauled in with two or three teams. And then they were from one to three hours late in reaching here and were forced to go through fields and break roads. Saturday and Sunday loads were hauled to this city in sleighs, but by Monday the snow had melted so that wagons were better than sleighs, although snow drifts were from two to six feet deep.

The electric line between here and Milwaukee was put out of commission Saturday forenoon, and it was Sunday afternoon before traffic was resumed. The weather bureau in Milwaukee reported that fifteen inches of snow on the level fell during the time the storm lasted.

The east side of Pine street, from Mill to Jefferson, contained a snow bank such as it had not seen since the memorable storm of March, 1881.

Coming after several weeks of spring-like weather, the belated storm caught many people with their gardens made, farmers with their seeding of wheat and oats completed. Trees were leaving out and there were buds on fruit trees.

Just how much damage was done is hard to determine, but most people are of the opinion that fruit trees were not far enough along to be seriously damaged. A Milwaukee paper said the hay crop in southern Wisconsin would be a total loss, the city writer's opinion differing from the average farmer who has it figured out that the resulting water from the snow was of untold value to the hay crop.

The snow disappeared almost as rapidly as it came. The sun came out warm Sunday and the banks started to dwindle away. It was just below freezing Sunday night, but warmed up again Monday and Tuesday, and by Wednesday practically all the snow was gone. The resulting water snaked into the ground, doing as much good as a two days rain.

APRIL 28, 1921 (FP)

As the result of the continued rains of the past few days and an especially heavy fall last Monday afternoon between the hours of four and six, when several inches fell, the White and Fox rivers have been on a rampage and have overflowed their banks in a great many places. Much of the low lands is inundated and it may be several weeks before farmers can get on the ground to do their spring work.

Last Monday afternoon's downpour was the heaviest one experienced in years and was accompanied by severe thunder and lightning. The downtown streets were flooded with water, the sewers being unable to carry the water away fast enough and cellars in many

places were more or less filled with water. The overflow from Fox river covered the street car tracks to the depth of several feet between Second street and the sub-station Tuesday so that difficulty was experienced in getting cars through and finally passengers had to be transferred by bus on Tuesday afternoon and Wednesday meeting the cars from St. Martins near the substation. The express service was also somewhat inconvenienced on account of difficulty experienced in moving the cars. Wednesday the water had gone down about a foot and it is thought that the worst is over.

The water has gone down so that interurban cars were enabled to again resume their regular schedule this morning.

MAY 27, 1921 (SD)

Changing the time of leaving one hour, adding an extra morning car and running cars through from Burlington to Milwaukee, are three changes in the interurban service which T.M.E.R.&L. Co. will put into effect Saturday, notice of which is given in a new ad elsewhere.

Changing the schedule is the most important. Ever since the line was established the cars have left both Milwaukee and Burlington after the even hour. Commencing Saturday they will leave after the odd hour, from 7:20 to 9:20, there being two morning cars leaving at 5:30 and 6:20 and the last car at night leaving at 11:30. But, it must be remembered that the cars are running on Milwaukee, or daylight schedule, which is one hour ahead of our time, so if your watch is set to standard time the cars, during the summer months, will leave on the even hour, according to your watch, the same as they have in former years.

The company will add an extra morning car to Milwaukee, making it convenient for those desiring to get to the city early in the morning.

A change that will be greatly appreciated is the elimination of the change of cars at St. Martins as hereafter the cars, with the exception of the early morning one and the last one at night will run through to Milwaukee.

NOVEMBER 4, 1921 (SD)

T.M.E.R.&L. Co. put into effect on Tuesday, November 1, a new time schedule on the interurban line, which is practically a return to the schedule in effect here for several years.

The change is that the running time is cut down to one and one-half hours enabling the cars to leave a few minutes later or arrive earlier. Cars leaving Burlington or Milwaukee after 8 a.m., 12 noon, 4 p.m. and 8 p.m. make the entire trip, while passengers on the other cars are obliged to transfer at St. Martins.

Cars now leave Burlington at thirty minutes past every even hour, commencing at 6:30 a.m. to 8:30 p.m., the last car leaving at 11:30, arriving in Milwaukee on the even hour.

Cars leave Milwaukee at fifteen minutes past every even hour 6:15 a.m. to 8:15 p.m. and arrive in Burlington at fifteen minutes before the even hour. The last car leaves Milwaukee at 11:30, fifteen minutes later than usual, and arrives in Burlington at 12:54.

The change was put into effect Tuesday without country people being given notice and many passengers stood around in the cold an hour waiting for their car.

JANUARY 12, 1922 (FP)

According to the Racine papers motor bus service between Burlington and Racine is included in tentative plans of the Boulevard Transportation company, probably to be inaugurated early in the spring.

MARCH 9, 1922 (FP)

Fifteen thousand dollars is the amount demanded by Miss Emma Rasmussen, a professional nurse of East Troy, in an action brought against the Milwaukee Electric Railway and Light company for injuries sustained while riding in a motor bus owned and operated by the company.

MARCH 23, 1922 (FP)

Officials of the T.M.E.R.&L. Co. were in Elkhorn Friday afternoon investigating the possibilities of starting a passenger bus line to connect with East Troy and Burlington during the coming summer. The busses will meet all trains at both terminals, Burlington and East Troy, and will run on regular schedule time, which will mean that there will be almost continuous service in and out of Elkhorn, Delavan and Lake Geneva.

NOVEMBER 9, 1922 (FP)

Last Saturday evening the annual reunion of the Veteran Employees association of T.M.E.R.&L. Co. was held at the Hotel Pfister in Milwaukee. The association includes all who have worked for the company twenty years or more. Edwin Walters and Geo. E. Taylor of this city are members of the association, but Mr. Walters was the only one who attended. Mr. Taylor was out of the city at the time. Both are employed as motormen and have been with the company since they opened the line to this city fourteen years ago. Mr. Taylor has been with the company 26 years altogether and Mr. Walters 24 years.

At the annual banquet 370 took part and 49 new members joined.

MARCH 16, 1923 (SD)

Thirty people were killed, many were injured, and huge property damage was caused by snow and sleet storm which swept the entire country from the Rocky mountains to the Appalachians late Sunday evening and Monday.

Burlington, along with the rest of cities and towns in the storm center, was isolated from communication with the outside world for nearly thirty-four hours. Telephone, telegraph and light wires were down, roads were blocked, trains were unable to get through, and traffic of all kinds was suspended.

The snow commenced falling about eight o'clock Sunday evening, large, heavy flakes. In a short time a driving easterly wind sprang up, soon developing into a thirty-mile gale, which continued throughout the night, piling up the snow in drifts from three to six feet high and completely paralyzing transportation.

Cars on the electric line were unable to get through from Milwaukee after eight o'clock Sunday night and it was nine o'clock Monday night before the first one came through.

It was unable to get across the Soo line tracks, however, and passengers were compelled to alight at Second street. The tracks in town are still covered with hard packed snow and so far the car has been able to get only as far as Pine street.

All motor bus line service between Racine, Lake Geneva, Delavan and Burlington was discontinued.

AUGUST 31, 1923 (SD)

The Soo line train due here at 3:30 Monday morning was stalled near Kolze, due to wires being down, and did not reach here until four o'clock Monday afternoon. It was followed shortly afterwards by the one due here at 11:25 a.m. St. Paul trains ran from two to three hours late. Service was resumed Tuesday morning and trains have been fairly on time since then.

Rural mail carriers, driving teams, started out on their routes Monday morning but were forced to turn back before going very far. Milk teams could not get through.

Damage in the city was confined to trees which were blown down. The ground was covered Monday morning, with limbs and branches, and in many cases entire trees were blown down. Pine trees, particularly, were weighted to the ground with the heavy snow. Despite the havoc it wrought, one could hardly help but marvel at the beautiful sight the snow made. Trees, fences, wires, and buildings were completely blanketed and glistened and sparkled in the sunlight.

Many incidents are heard of people who were snow bound. Parties of young people who motored to Milwaukee, Chicago or Racine to spend Sunday, were unable to reach home until Tuesday. One party got as far as Schaefer's inn at Wind Lake and had to remain there Sunday night. Another party which was in Chicago started out early Monday morning and after varied experiences and a great deal of shoveling, finally pulled into the city at 6 o'clock that evening.

Many an out of town gentleman making the usual Sunday night call on his sweetheart was compelled to leave his car at the curb and seek lodging in the city. And several Burlington gentlemen who started home after making similar out of town calls were forced to leave their cars beside the road and hike home or to the nearest farmhouse for refuge. Roads in the country were lined with abandoned cars.

Cars which ventured out Monday managed to get around the city fairly well, but were all shovel equipped, and it was a common sight to see cars being shoveled out, even on the downtown streets.

MARCH 23, 1923 (SD)

Last Saturday this section commenced to believe that the spell of blizzards was over.

After almost daily storms for a week, it cleared up that morning and the bright sunshine started melting the snow. With sighs of relief snow shovels were brought into play for the last final clean-up.

But, Oh! such a disappointment. Sunday, another storm broke in all its fury.

Not a great deal of snow fell, but what did come down was driven by a forty-mile-an-hour northeast gale that whirled it in every direction and filled up every crack and crevice.

The storm started about nine o'clock Sunday morning and kept it up with unabated fury until late that night. Needless to say that only those obliged to be out ventured away from the home fireside. There was more snow on the ground Monday than this section has had in several years.

Railroads, which had just begun to get back to regular schedules were again completely tied up. The Soo Line through south bound trains Sunday night did not get here until Monday afternoon. The Milwaukee road abandoned attempts Sunday and had difficulty in opening the

road Monday.

The electric car kept bravely at it until Sunday afternoon, when a car became stalled on the east side of the river. They gave up then until Monday afternoon when the snow plow and shovels opened a right of way. The electric car has not been running into the city since the snowstorm nearly two weeks ago. The first heavy snow packed and froze so that the plow could make no impression on it and cars have stopped at Pine street, passengers being obliged to walk the rest of the way.

As to country roads, there hasn't been any. Farmers, the latter part of last week had just commenced to get trails broken through, when Sunday's storm undid all their work. Drifts are all the way from two to twenty feet deep and the continued winds has made it almost useless to try to work on them. In many places temporary paths go right over the tops of fences.

Rural mail carriers have been able to cover only part of their routes. Farmers delivering milk have experienced no end of difficulty and a great number were unable to get their product to the factory at all.

The auto received the biggest set back it has had hereabouts in a number of years. A few of the more venturesome have continued to drive around the city, but no one has attempted trips into the country. Many cars are having their first rest in years.

To add to the discomfort Sunday night, the thermometers dropped some thirty degrees and Monday morning it registered eight below.

But Monday was clear and everyone pitched in to dig out from under the snow. Warmer weather this week has made a big hole in the snow banks and all are hoping that the storm Sunday was the last of the season.

AUGUST 24, 1923 (SD)

T.M.E.R.&L. Co. is ready to tear up its tracks on Geneva street beyond its present waiting room at the Hotel Badger providing the city is willing to release it from the part of its franchise which specifies it shall run cars to the west city limits.

This was brought out at a conference of company and city officials in this city, Monday. The officials came to Burlington to see about their tracks in the new concrete pavement on the west end of Geneva street. Their tracks at present extend to the west line of the Catholic cemetery and an agreement was reached whereby they will tear up the tracks in front of the cemetery making their west terminal at the end of the present brick pavement.

In discussing possible extensions company officials stated there was little or no possibility of their ever extending the line westward and they favored a plan whereby they would tear up the tracks beyond the Hotel Badger waiting room. City officials promised to investigate public sentiment regarding the move and take some action at the next meeting of the city council.

To discontinue the service on Geneva street would necessitate the circulating of a petition and there is some doubt as to whether enough signers could be secured.

It is rumored that the company is considering plans whereby it will erect a modern terminal building on the old mill property on Pine street, adjoining the Jerome Mutchler store. This would be used for both passenger and freight service and would enable the company to connect with the Soo Line for freight shipments.

AUGUST 31, 1923 (SD)

The rumor that T.M.E.R.&L. Co. was going to ask the Burlington city council for permission to tear up its tracks on Geneva street beyond the Hotel Badger aroused a storm of protest from residents along that street and during the past week petitions have been circulated and freely signed asking that the present service be maintained.

The petitions, which are being made in duplicate, one to be presented to the city council and the other to the railway company ask that the company live up to its franchise and provide car service to the west limits of the city. They also go a step further and ask that the company establish a ticket office and waiting room on the Hillside for the convenience of the many people who take the car from that point.

The large number of signers to the petition asking that the present be maintained is almost a guarantee that it will be. As the Standard Democrat understands it, before the company could discontinue the service it would have to go to the Wisconsin railroad rate commission with a petition signed by a majority of property owners on the street favoring removing the tracks.

The tracks have already been torn up in front of the Catholic cemetery, preparatory to the new concrete paving and whether they are replaced or not depends upon the action taken by the city council at its meeting next Tuesday evening.

SEPTEMBER 7, 1923 (SD)

The city council at its regular meeting Tuesday evening unanimously voted that T.M.E.R.&L. Co. replace its tracks in front of the Catholic cemetery on Geneva street and maintain service as in the past. The action came after a petition bearing over 100 signatures had been presented and various property owners had spoken in favor of replacing the tracks. The city clerk was instructed to notify the street railway company of the action.

OCTOBER 19, 1923 (SD)

A huge new Westinghouse regulator arrived over the Soo line tracks from East Pittsburg, PA., Monday, and will be installed in T.M.E.R.& L. Co. sub-station by Sunday if everything goes well.

With the installation of this great voltage regulator, the large scale of improvements made by the electric company in their plant in this city will be practically completed and when the regulator is put into operation next week, the current supplied by this station will be sent out evenly regulated as far north as Jefferson. Up until this time the current has been sent out unregulated.

The transformer is so large that it could not be brought over T.M.E.R.& L. Co. tracks from that company's Y at Mukwonago. It had to be brought from the east in a car made especially for machines of unusual height and weight, called a drop center car.

These cars will not carry anything over sixteen feet high and the Westinghouse came very close to reaching that minimum as it stands fifteen and one-half feet high. Its weight was sixteen tons requiring an expert engineer to transfer it to the wagons that took it from its place on the tracks back of the Burlington Ice Co.'s office to the sub-station a half mile away.

D.G. Evan, electrical engineer of Racine, was here to see that everything went right and remained to see the regulator installed. Mr. Evans stated that although the area served by the sub-station here had not been enlarged upon so very much, the current used had been more than doubled in the last five years.

FEBRUARY 8, 1924 (SD)

Burlington people no longer believe that it makes any difference whether the groundhog sees his shadow or not on February 2. Saturday they were drawing sighs of relief because they thought the winter was over. The groundhog had not seen his shadow.

Sunday night, however, their faith was shaken as a sleet storm the like of which many have never witnessed, started. Driven with the fury of a raging northeast wind, the sleet quickly covered sidewalks, streets, wires, and every other exposed objects with a mass of ice, crippling power and telephone service throughout the country. The wise immediately took to the shelter of their homes and only the brave, either of necessity, or from moral courage, ventured out again until late Tuesday afternoon or Wednesday morning.

Inestimable damage was to the electric power and telephone wires by the heavy coating of ice and the constant fierce whipping of the wind. Practically all day Monday the reserve Burlington power wheels furnished the only electric power this city had. The two feeders from West Allis and the one from Racine, that usually supply Burlington, Wilmot, Lake Geneva, Delavan, and Elkhorn with power, were rendered completely useless by the sleet of Sunday night and Monday. As far as electricity is concerned we were out of touch with all our neighbors until Tuesday afternoon.

The same was true of telephone and telegraph service. Tuesday morning no greater distance east than Union Grove could be reached and only four of the more than 20 toll lines out of here were still to be used. Waterford, Union Grove, Wheatland and Wilmot were the only towns that could have responded to a call from Burlington. The storm was even more damaging to telephone lines around Waukesha and Janesville. Reports say that Lake Geneva had not talked to Delavan, only six miles away for a period of forty-eight hours. Continual reports are coming in of poles and wires down on farmers' lines and as soon as toll lines are again in normal order the farmer lines will be attended to. Mr. Goodwin, manager of the telephone company here stated that everything should be in a least temporary repair by today.

About Monday noon the sleet turned to snow, heaping more trouble on the already burdened public officials shoulders. The high northeast wind still raging, forced the rapidly falling snow into packed drifts in every open space. The white masses reached a depth of eight to ten feet in many places and four and five feet in most places. Every road in and out of the city was rendered impassable at some place and the damage done to electric and telephone wires was harder than ever to remedy because of drifted roads.

The snow played havoc with train schedules and it was not until 3:03 Tuesday afternoon that No. 8, usually due here at 9:01 a.m., pulled in. It had only come from Janesville. At 4:20 p.m. No. 4, usually due here at 7:17 a.m., came through, but it was not until 4:24 Wednesday morning that the first through train from Duluth since the snowfall, came in. St. Paul road trains ran pretty close to schedule.

Andrew Krug, rural mail carrier for route 1, from the post office here, was the only carrier who came anywhere near supplying his route Tuesday. All the men had started out, but were forced to turn back just outside the city. Conditions were little better Wednesday.

The interurban cars between here and Milwaukee have been running schedule time since 2:27 Tuesday afternoon. The first trip the car made to Milwaukee Tuesday took approximately four hours.

The high banks of snow lining the downtown streets are quickly diminishing since as many men and trucks as could be found are busy shoveling and hauling away the snow.

APRIL 10, 1924 (FP)

At a regular meeting of the Burlington Club last Thursday evening, the matter of a mail service every two hours between Milwaukee and Burlington came up for discussion.

At present more or less trouble is experienced in getting the early morning mail from Milwaukee, which comes via Waukesha, where it is transferred to the Soo Line. Other mail later in the day comes over the C.M. & St. P. R.R. While a two hour service might not be necessary still if Burlington could arrange for a closed pouch service over the electric line at convenient hours in connection with Rochester and Waterford, the service might be improved over that existing at present without too great an expense. H.R. Pruemers, acting postmaster, thought that the mail service in the morning especially might be bettered by the change and also the latter part of the day, when Burlington people would receive later editions of papers and also more mail.

A committee consisting of H.R. Pruemers, T.A. Waller and S. L. Dudley was appointed to investigate the matter.

APRIL 24, 1924 (FP)

The matter of securing better mail service between Burlington and Milwaukee was taken up and it was stated that a closed pouch from there on the 8 a.m. car and also to Milwaukee on the 10 a.m. car would help solve the problem. H.R. Pruemers and S.L. Dudley, members of the committee who had charge of the matter, drafted the following resolution, which the club adopted:

"In view of the fact that some of our neighboring cities are enjoying the benefit of direct mail service via the T.M.E.R. & L. company with the city of Milwaukee, and also in view of the fact that the present service is irregular, and whereas a great deal of business is transacted between the business people of this city and those of Milwaukee, and we feel it is necessary that the business men and women of Burlington should have the very best postal service into and from the city of Milwaukee, therefore we, the Burlington Club, do request that some action be taken toward having the additional service established.

MAY 29, 1924 (FP)

The plan of securing early mail service from Milwaukee over the Milwaukee Electric Railway & Light Company is not considered very favorable by postal officials in Milwaukee, according to an official letter received by H.R. Pruemers, acting postmaster.

The higher cost more than outweighs the advantages, the chief clerk writes in the letter.

Consequently nothing will be done in regard to the proposition at the present time.

But the chief clerk says he will come to Burlington at an early date to see Mr. Pruemers.

"At that time, if there is any angle of the case that I have not got at the present time, I will be pleased to consider it," he states.

The Burlington club instructed Pruemers to take up the matter with the postoffice department. The postmaster here first wrote to Postmaster Peter F. Piasecki of Milwaukee to procure his view of the case. Piasecki replied that the Milwaukee post office did not believe the service to Burlington would be improved by having the mail dispatched at 6 a.m. each day via electric cars.

Pruemers again wrote to Piasecki telling of the train delays that often result in the mail getting here late, especially in the winter times.

Piasecki referred this letter and the other correspondence to the mail service.

"The mail complaint of your business men, as I understand it, is of the few months of inclement weather when train number 4 is running late, but I believe the merit of your present service should be considered on the basis of railroad trains, operating under normal conditions which presumable we will have for the next six months.

"Your efforts now, as always, to secure the best possible service for the patrons of your office is appreciated here and this office will be pleased to go along with you if we can do so, consistently, but I fear that this particular case your patrons have an exaggerated idea of the advantages of this proposed service."

SEPTEMBER 11, 1925 (SD)

Two men suffered serious injuries in a terrific wind storm that struck Burlington Wednesday afternoon, causing a property damage that will run into thousands of dollars and which will leave its scars upon the many beautiful trees of the city for many years to come.

Shortly before 3 o'clock a dark cloud appeared in the west and before citizens had time to reach cover the storm broke in all its fury. It didn't seem to have the twisting effect of the usual cyclone. The wind came from almost straight west and trees and buildings give no evidence of a twister.

With a crash and a bang trees and telephone poles went down, windows were caved in, chimneys were blown off, while humanity looked on and shivered. Autos parked on the streets were jammed into each other or into curbs and buildings, and the roof of practically every open car was torn to ribbons. Rain and hail driven by the high wind added to the confusion. Sheets of water, filled with leaves, limbs, and debris, made it impossible to see across the streets and made being out of doors impossible.

The storm lasted less than five minutes and fifteen minutes later the sun was shining.

Telephone, electric light and interurban service is at a standstill. Some twenty poles were blown down in the city and this together with the hundreds of trees falling across the wires made a tangled mass that will take days to straighten.

The storm seemed at its worst in the city although crippled wire service prevents reports from outside reaching here.

SEPTEMBER 25, 1925 (SD)

T.M.E.R. & L. Co. has plans and specifications prepared for a fine new terminal building it proposes to erect on what is known as the old mill property adjoining the Jereome Mutchler cold storage plant on Pine street. Erection of the building hinges to a certain extent upon the city relieving the company of running the interurban cars to the end of Geneva street.

This information was gained from General Manager S.B. Way, District Manager D.E. Callendar and Construction Engineer Pinkley, who were in the city Wednesday, showing plans of the new building, going over the land and interviewing interested citizens.

Plans provide for a building large enough to house a suitable waiting room, local office and display room for the Burlington office of the electric company, freight office, as well as house the interurban cars and the motor buses which have Burlington as their headquarters.

The company proposes to build a loop, using Pine street from Geneva street to the building

and then back onto their tracks in the rear of the buildings. Plans for the future provide for a Y with the Soo line for the handling of freight.

The company would like to make the new terminal its headquarters in Burlington and discontinue running cars up Geneva street to the city limits. They have figures to prove that very few people use the facilities beyond the business district and that these people could be accommodated with motor buses. They point out that the tracks would be taken up, relieving the traffic congestion on Geneva street and lessening the danger of accidents. All of the interurban and motor bus business, passenger and freight, would be handled under one roof. Building of the loop would enable them to use a more modern type of interurban car, with the motive power at one end, instead of the present cars which, because there is no loop or turntable here, have power units at both ends of the car.

The franchise of the company provides that it run cars to the west city limits. The city council alone has power to change the franchise and the company will present the entire proposition to the council at an early meeting.

OCTOBER 9, 1925 (SD)

At the regular meeting of the city council Tuesday evening T.M.E.R.&L. Co. presented a franchise for service in Burlington as outlined in the Standard Democrat two weeks ago. The company would discontinue running cars on Geneva street and would erect a new terminal on Pine street, making that the headquarters for all activities in Burlington.

The council decided to allow two weeks time for people to express their opinions and will then meet as a committee of the whole on October 20 at which time representatives of the company will be here to explain company plans and to answer questions.

OCTOBER 23, 1925 (SD)

At a special meeting of the city council Tuesday evening the ordinance granting T.M.E.R. & L. Co. a franchise on Pine street and allowing them to tear up their tracks on Geneva street, was given a second reading.

Considerable time was spent in the discussion of the proposed franchise. A petition bearing the name of forty-one property owners objecting to the franchise, was presented. Several appeared asking that the franchise be granted, and R.H. Pinkley and Attorney Shaw, of the Electric Co., were present and told the council of the company plans for Burlington. Following the discussion a motion was carried and advancing the ordinance to third reading, and it will come up for final disposition at the regular meeting November 3.

NOVEMBER 6, 1925 (SD)

The city council at its regular meeting Tuesday evening passed the ordinance granting T.M.E.R. & L. Co. permission to tear up its tracks on Geneva street west of Pine street and granted them a franchise to lay a single track on Pine street from Geneva to Mill street. The company agrees to erect a new terminal building on what is known as the Ayers property on Pine street and maintain bus service on Geneva street to replace the present car service, offering to give a \$ 25,000 bond to assure this service. The tracks will not be torn up until the new building is completed and the company will replace the paving on Geneva street. A number of citizens appeared in favor of the ordinance and it was adopted by a vote of 7 to 1, Alderman Porter voting no.

NOVEMBER 26, 1925 (FP)

Work was started the first of the week by T.M.E.R. & L. Co. in getting the grounds on Pine street between the city pumping station and Jerome Mutchler's cold storage warehouse in shape for their proposed new terminal station, track, etc. It is estimated that some 4,000 square yards of dirt will have to be hauled in to fill up and level off the grounds.

Plans for the new terminal station and track have been received here by W.J. Leach. The former will be a two-story brick building about 80 x 36 feet in size, fronting on Pine street. The basement will contain the heating plant, stock and storage rooms, etc. The first floor the waiting and sales rooms, with smoking and rest rooms, and the second floor local offices and an assembly room for the E.M.B.A. There will also be a freight office and room for housing the motor buses and interurban cars. A loop track will encircle the building entering from Pine street next to the Jerome Mutchler building. In the rear of the terminal building there will be a covered platform for loading and unloading express.

A side track of the Soo line in the rear of the city water works can be extended to connect with the loop so that cars can be switched to and from the Soo line.

Work on the proposed improvements will be pushed as fast as the weather permits. The street car track on Geneva street will not be taken up until they are finished.

Burlington will be a big gainer in the end by the improvements the company have under way. Instead of having their different activities scattered as at present the company will have them altogether and it will be much more convenient for their patrons. It will also enable the company to put in service larger and more commodious interurban cars between here and Milwaukee.

DECEMBER 31, 1925 (FP)

Rural electric lines to supply current to between 1,200 and 1,300 farmers will be built by the Milwaukee electric company and its associates during the next year, it was announced last week by F.A. Coffin, sales manager. About 200 miles of rural lines will be built, he indicated.

JANUARY 8, 1926 (SD)

There may still be a hitch in the agreement between the city and T.M.E.R. & L. Co. regarding the tearing up of street car tracks on Geneva street. The council granted the Electric Co. a franchise with the provision that they file a bond to continue service to the end of the present tracks. The company filed a personal bond, which the city rejected, demanding a surety bond. At the regular meeting of the city council Tuesday evening the company presented a communication stating that a surety bond would cost \$350 a year, which they claimed was excessive and setting out that their personal corporation bond was good. The council again refused the personal bond, instructing the city attorney to demand a surety bond.

APRIL 2, 1926 (SD)

March went out like a lion. It roared most of the month and wound up with a series of roars in the form of a blizzard every day for six days, capping the climax with the worst storm of the winter on Wednesday.

Mail carriers abandoned their routes, motor buses could not get through and steam and electric road trains were delayed.

DECEMBER 2, 1926 (FP)

In a large ad elsewhere in this issue the Wisconsin Gas & Electric Co. by D.E.Callender, vice president and general manager, extends an invitation to all their customers and friends hereabouts to attend the formal opening of their new building on Pine street in this city on Saturday, Dec. 4. The public are also invited to inspect the new display rooms and offices and the conveniences provided for patrons of T.M.E.R. & L. Co. interurban cars and Wisconsin Motor Bus lines.

The days activities include a demonstration of electric cooking, refreshments will be served free and there will be many interesting displays.

Interurban cars and busses will begin running in and out of the new station on Saturday, Dec. 4. There will be a slight reduction in the running time between here and Milwaukee.

Ground was broken for the new terminal building just a year ago. It is 80 x 36 feet in size, two stories in height, with basement and is said to be one of the finest terminal stations in the state outside of Milwaukee and has all the latest conveniences.

The company also express their sincere appreciation of the cooperation shown by the officials, business men and citizens generally of Burlington.

DECEMBER 9, 1926 (FP)

The formal opening of the new terminal building of the Wisconsin Gas and Electric Co. and the T.M.E.R. & L. Co. last Saturday was a big success. Though the day was stormy and threatening about 4,000 persons from this city and vicinity availed themselves of the opportunity of inspecting the fine new building. Over 3,000 sandwiches were also served the visitors who thronged through the beautiful building.

Prominent officials of both companies were visitors during the day.

A profusion of flowers banked the lobby of the main floor. Bouquets and congratulatory letters were received by the score from local and outside business men. The terminal was decorated with holly and the green and red of holiday time and miniature pine trees lined the paths between shining displays of electrical goods.

In the lobby demonstrators baked cakes and pies on Westinghouse Electric ranges that attracted the attention of crowds of admiring housewives. There was also a complete display of electrical fixtures and home equipment shown on the main floor.

The interior of the building presented a beautiful appearance. The dark mahogany woodwork and furniture presented an attractive contrast with neutral white walls and light hardwood floors. There are three entrances, the main door and employees' entrance on Pine street and a side entrance leading to the train shed.

Everyone was loud in their praise of the new building, which is one of the finest in the state outside of Milwaukee. Burlington is indeed fortunate in being selected by the company as

headquarters for such a building, as by doing so they show their faith in the future growth of the city, as the building is far ahead of the present necessities of the company.

The new E.M.B.A. hall in the Terminal building was dedicated on Thursday evening. The local employees of the Wisconsin Gas & Electric Co. together with a number from Racine and Kenosha, and all the state officials and state board were present. W.J. Leach, the local manager, was present and gave a short talk in which he spoke of the big development of electrical power here since 1888, when but two 12-kilowatt Edison dynamos were in operation. Mr. Leach also publicly thanked those who gave a great deal of their time and work to making the building what it is today.

Other speakers included officials of the E.M.B.A. and General Manager Callender of Racine.

A radio and musical program was also given, with dancing from 10 to 12.

DECEMBER 10, 1926 (SD)

The fine new home of the Wisconsin Gas & Electric Co. and its allied company, The Milwaukee Electric Railway and Light Co., in Burlington was formally opened to the public last Saturday and during the afternoon and evening fully 3,000 people visited the building, tendered congratulations to company officials, partook of the refreshments provided and were shown through the building.

Local Manager Wm. J. Leach and his co-workers put in a strenuous time last week moving to the new quarters and having them in readiness for the opening. But they succeeded and everything was converted into a flower fairy land by many bouquets of flowers sent with the well wishes of various business houses and friends.

Around the waiting room were placards and maps which gave interesting information regarding the growth and activities of the company. One of these told that 473 Burlington people are shareholders.

Saturday also marked the centering of company activities in the new building. During Friday night a crew of men cut over the rails at the intersection of Pine and Geneva streets and that morning cars made the building their terminal, discontinuing the running up Geneva street to the Catholic cemetery, where they have operated since the line was built here in 1907.

The green bus activities, which since their establishment, have been operated from the Hotel Badger corner, moved to the new building. The freight department was moved from the Second street plant, and office and sales activities from the Pine street office.

All are now housed under one roof, in a building that Burlington is proud of and in a home that is a fitting one for this growing public utility.

A large part of the second floor of the new building is devoted to a hall for the E.M.B.A.-- the Employee's Mutual Benefit Association. All employees of the companies are members, and while it is primarily for welfare work, the social side is not neglected and the company provided a fine assembly hall in the new building.

"For 26 years I have been associated with the Wisconsin Gas & Electric Co.," said D.E. Callender in his talk, "and the company is growing larger and finer all the time. Now we have a suitable hall in Burlington for good social times by the people out here. Let me tell you something about the company's growth. The Wisconsin Gas & Electric Co. was founded in Racine. It was mighty quiet, almost like deadwood, until 1912. From that time things have been popping. We started with a capitalization of \$500,000, and now we have

\$19,000,000.

"In the last 14 years the company has been making great strides. We first bought up the Kenosha Gas & Electric Co., and the Kenosha Railway Co., two rival firms, and consolidated them. We had a terrible time the first year before they were finally put on a paying basis. Then we took over the Watertown plant. One of the last we bought was the Waukesha company, one of the few properties we have ever acquired that was in good condition and on a satisfactory financial basis.

"Today the company is in better, sounder financial condition than is any other public utility in the United States. Four hundred and fifty thousand persons in southern Wisconsin own our preferred stock. Our success is due, of course, to our employees, the finest group in the world."

JANUARY 14, 1927 (SD)

A short cut-off connecting West Junction on the Rapid Transit line with Fruitland station on the Burlington-East Troy interurban line is being planned by the Electric Co., it was announced Tuesday by S.B. Way, president.

The proposed new line will be 5,000 feet long, and will bring reduction of 20 minutes in the running time of electric trains to Burlington, East Troy and intermediate points. Its cost will be \$175,000, Mr. Way said.

The company's application for a certificate of convenience and necessity and approval of line and grades was considered by the railroad commission at a hearing at Madison on Wednesday.

The shortcut, Mr. Way explained, will be built entirely on private right-of-way, will avoid grade crossings, and will require closing of no streets or alleys.

Construction work will be started immediately if the commission's approval is obtained and will be pushed to completion by mid-summer.

When the line is opened, Burlington-East Troy trains will operate over the present Rapid Transit route, it is proposed.

According to the construction plans, bridges will be built to avoid crossing three railway lines and two highways of grade.

Leaving the present Rapid Transit route at West Junction, where the rails swerve to the west toward Waukesha and Watertown, the new cut-off will proceed almost due south.

It will rise to a height of 40 feet and by means of a bridge 200 feet long will cross over the West Allis-West Junction electric line and the Sparta and Madison divisions of the North Western railway. The right-of-way will be depressed under Lincoln avenue, and elevated over National avenue, the plans show. Coaches similar to those in use on the Waukesha line will be built for the new service.

FEBRUARY 3, 1927 (SD)

Milwaukee is going to put on metropolitan airs and will have a subway which, while intended primarily for city development, will also further improve transportation service between Burlington and Milwaukee. This will be made possible by construction of a local Rapid Transit railway line and subway in Milwaukee, according to plans announced Tuesday by S.B. Way, president of the Milwaukee Electric Railway & Light Co.

The proposed local Rapid Transit line will extend, underground, from a station under the Public Service building to a point near Eighth street and St. Paul avenue. From that point the new line will proceed on private right-of-way, entirely free from grade crossings, to a junction with the present Rapid Transit route at Fortieth street. The route is generally along the north bluff of the Menomonee valley.

The new project is intended to become the downtown link for local east and west traffic between the heart of Milwaukee and the great area to be developed to the west. It will also accommodate the Rapid Transit interurban trains, it is planned.

According to tentative estimates, at least six minutes can be cut from the schedule time of the interurbans and, consequently, of the motor bus lines with which they connect.

In addition, closer adherence to schedules will be made possible by avoiding operation of the trains on more than two miles of busy downtown streets. Approximate estimates of the cost of the entire project are in excess of \$4,000,000.

MARCH 10, 1927 (FP)

Long timber trestles rising 40 feet into the air, trains of dump cars bearing tons of earth; pile drivers placing foundations for a great steel bridge; crews of workmen busy at various tasks.

This is the scene of activity that has replaced the midwinter slumber of the rolling farm land at West Junction, where construction of a cut-off for the East Troy-Burlington interurban line of the electric company is under way. Recent mild weather has given the project a flying start.

The cutoff will connect West Junction on the Rapid Transit line with Fruitland station on the Burlington-East Troy line, permitting trains of the latter line to enter Milwaukee directly from the west instead of through West Allis as at present, it is explained.

Branching off of the Rapid Transit line at West Junction, a huge temporary trestle 450 feet long rises to a height of 40 feet. Its blank end marks the place where a steel bridge, 283 feet long, is to begin, carrying the new line over paralld rails of the electric company and the Northwestern railway, Mr. Archambault said.

The timber trestle itself is already beginning to disappear under tons of earth brought from the company's gravel pit near Waukesha. It is planned to make a solid earthen embankment, burying the timbers upon which the work trains now travel. The operation will require 54,000 cubic yards of earth, Mr. Archambault declared.

South of the proposed steel bridge a permanent timber trestle will soon arise, and beyond that there has already been erected a lighter piece of trestle work. On the latter, narrow gauge dump cars will carry earth to form another solid embankment.

Earth for this fill and for another at Fruitland will be taken from a cut to be made through a long hill, Mr. Archambault explained. A total of 175,000 cubic yards of earth will be so moved, he said.

The new line, it is pointed out, will be free from grade crossings. It will pass under Lincoln avenue and over National avenue (Mukwonago road) the plans show.

Completion of the connection will save 20 minutes in running time of trains, Mr. Archambault said. Suburban development is expected to take place along the new route,

which at present passes through farm land.

MARCH 17, 1927 (FP)

The mammoth car shops of The Electric Co. at Milwaukee are resounding these days to the tune of hammer, saw and riveter as expert mechanics construct the deluxe, high speed coaches for the Burlington-East Troy interurban line. This equipment is to be placed in service on completion of the new rail cut-off early this summer, company officials announce.

Nineteen coaches of the most modern design and representing a total value of \$ 442,000 are being built. Fourteen are to be motor coaches and five, trailers. The latter will be used in two or three coach trains, it is explained. The present car construction program will give the company a total of 45 deluxe coaches, interchangeable from one line to another and assuring the Burlington-East Troy and other Rapid Transit lines ample equipment for any occasion. Painted a pullman green with a wide, golden yellow band over the windows on which the words "Milwaukee Electric Lines" appear in gilt lettering, the coaches present a pleasing streamline effect. Unusual seating facilities and use of mahogany trim are the outstanding features of the interior. Individual seats arranged in pairs and upholstered with hand crushed, machine buffed leather just seem to invite one to travel. Except for the ceiling, which is coated in a soft, white enamel, the interior finish is all in mahogany. Even the vestibules and doors are of this material. The hot water boilers and coal bins are concealed in mahogany faced compartments. The motor coaches have auxiliary electric heaters, concealed under the seats.

APRIL 8, 1927 (SD)

T.M.E.R. & L. Co. had a force of men in Burlington bright and early Monday morning to start work tearing up the street car tracks on Geneva street. This is in accordance with the franchise granted a year ago at the time the terminal was built. The paving is to be relaid to the satisfaction of the city engineer and the city is working with the crew of men in filling up the holes in the pavement, lowering manholes, etc. to put the street in first class condition. The work will be rushed to an early completion.

MAY 13, 1927 (SD)

With men and machinery at work night and day, rapid progress is being made on the Rapid Transit cut-off for the Burlington-Milwaukee interurban line. Electric company officials expect the project to be completed about the middle of June. Where a few months ago the rolling farm land was unbroken by works of man, long high embankments and deep cuts now mark the route that high speed electric trains will take in less than six weeks. Grading work is fast nearing completion. High steam shovels are attacking the last cut, and picturesque narrow gauge work trains are carrying their last loads of earth to the embankments. Steel has already been erected. Highway 61 is spanned by a new bridge which will carry the Rapid Transit trains over the concrete road. At West Junction, where the new line will cross at a high elevation over Northwestern road and Electric company railway tracks, work is under way on a steel bridge 263 feet long. Reinforced concrete piers and abutments have been completed, and placing of steel has begun.

Work is also in progress at Lincoln avenue, where a bridge will carry highway traffic over the rail line. There will be no grade crossings on the new line. The bridges being placed contain 100 tons of steel. When the cut-off is complete 20 minutes running time will be saved, company officials point out.

JUNE 10, 1927 (SD)

June 20 has been set as the date for the opening of rapid transit service on the Burlington-Milwaukee interurban line, it is announced by R.H. Pinkley, assistant general manager of the

Milwaukee Electric Co. in charge of transportation. Beginning on that date trains will be operated over the new cut-off and will enter Milwaukee from the west, effecting a saving of 23 minutes between terminals. At the same time deluxe coaches will be placed in service. These coaches are luxuriously furnished and are specially motored for high speed operation. They were built in the company's shops at Milwaukee.

New schedules now being printed, it was revealed, call for the following running time: Milwaukee to Hale's Corners, 29 minutes; St. Martins, 34 minutes; Wind Lake, 45 minutes; Waterford, 53 minutes; Rochester, 55 minutes; Burlington, 65 minutes; Muskego Center, 41 minutes; Big Bend, 46 minutes; Mukwonago, 56 minutes and East Troy, 65 minutes. Hourly service is to be maintained between Milwaukee and St. Martins, while alternate trains will operate on the Burlington and East Troy divisions. Additional service is to be provided during rush periods, Sundays and on other occasions when traffic requires, it was stated.

JUNE 23, 1927 (FP)

Under the new rapid transit service inaugurated last Monday by the interurban line Burlington was brought 23 minutes closer to Milwaukee than heretofore. Cars now leave Burlington at 47 minutes past the even hour and arrive in Milwaukee at 8 minutes to the even hour. Leaving there at half past the even hour they arrive here at 35 minutes past the odd hour. The first day of the new service cars had no trouble in making the run. They now use the Waukesha line to West Junction and over the cutoff to connect with the Burlington-East Troy line. By so doing they save the time heretofore spent in going through the south side and West Allis.

JUNE 24, 1927 (SD)

The new service on the interurban line between Burlington and Milwaukee inaugurated on Monday, was made the occasion for a booster trip by some 125 members of the Milwaukee Chamber of Commerce. They left Milwaukee shortly after noon, going to Mukwonago and East Troy and then coming over on this division.

Their special cars arrived in Burlington shortly after 7 o'clock and the men were greeted by representative Burlington citizens and then, headed by their band, they paraded the downtown streets, going to the Hotel Burlington, where Proprietor Ed. Nussbaum had provided a splendid steak dinner. Because of the warmth of the evening the after dinner speeches were made on the street in front of the hotel.

After Mayor L.A. Forge had welcomed the visitors in behalf of the citizens of Burlington, R.H. Pinkley, one of the officials of the railway, was called upon. With becoming modesty he refused to praise the new service, saying that he wanted it to speak for itself. He said the service was the result of a well thought out plan of extensions which was started last when the company built five and one-half miles of track on private right of way, giving them entrance to downtown Milwaukee without a grade crossing. This year another mile of private right of way was added to provide better service for this division. The company spent over \$2,000,000 in improving the service and made the investment because it believes in the future of the Milwaukee district, which he claimed would have a population of 1,000,000 by 1950. He said the company had provided the service and that it was now up to the public to make use of it.

President H.R. Pruemers, of the Burlington club, welcomed the visitors in behalf of the business men. He told how the two cities could work together, mentioning the mail service between the two cities, which at the present time is far from satisfactory. He urged that the interurban line carry the mail.

Harry Bell, executive secretary of the Milwaukee Chamber of Commerce, said the trip had a

two-fold purpose. One was to dedicate the new service and the other was to build good will between Milwaukee and the surrounding territory. He said we are all interested in Wisconsin and we sometimes need to be reminded of how many things we lead in, just as Milwaukee has to be reminded as to how many things it leads in. He assured the complete cooperation of the Milwaukee Chamber of Commerce in anything for the improvement of this section.

Clark Knight, president of the Rotary club, said the trip was a fine thing to cement friendly relations between the two cities and told how identical the interest were. Any city depends upon its surrounding territory and it is a wise city that develops friendly relations with its neighbors.

J.W. Fiske closed the program with the message that Milwaukee was not competing with Burlington and the trip was not made for commercial purposes. He said the interests of every community were identical and that the people of every community should support their home stores and industries. There are things not available in Burlington and then people go to Milwaukee, while on the other hand Burlington has attractions that Milwaukee hasn't and city people will come to Burlington. We can develop a friendship and neighborliness that will be beneficial to both.

SEPTEMBER 14, 1928 (SD)

Arrangements have been made by The Milwaukee Electric Railway & Light Co. to establish freight connections and car interchange between the East Troy-Burlington rapid transit line and the Chicago & Northwestern and The Chicago, Milwaukee, St. Paul & Pacific railroad systems. According to H. G. Monger, traffic manager for the Electric company, these new arrangements will save shippers upwards of \$9.50 per carload of freight between points on the interurban line and points on the two steam railroads and their connecting lines.

Through freight tariffs to many points have already been agreed upon and construction of connecting tracks has been started in the vicinity of West Junction, Mr. Monger pointed out. The improved service, it is expected, will stimulate industrial development in the communities along these electric lines. All but two of these communities rely entirely upon the electric lines for rail transportation.

Completion of the track connections is expected to be accomplished within a few weeks. Shippers along the rapid transit line will then enjoy all the advantages of location on steam road tracks, Mr. Monger asserted.

Stations to benefit most from the new plan are East Troy, Big Bend, Muskego, St. Martins, Hales Corners, Wind Lake, Waterford and Rochester. Mukwonago, now served directly by the Soo Line, and Burlington, served by the Soo and Milwaukee roads, will also be able to ship via Milwaukee Electric and Northwestern or Milwaukee steam roads.

"When the track connections are made and necessary tariffs are filed and approved, commodities may be shipped to or from practically all points in the United States at through freight rates.

"Industry is looking for branch factory locations in the smaller centers of population, and it is not unreasonable now to expect the establishment of such plants along the rapid transit line. With an adequate supply of electric power at low rates, economic local express and frequent high speed passenger service plus the new through freight service, booster organizations will have ample basis upon which to invite new industries to their communities."

FEBRUARY 21, 1929 (FP)

Efforts to have a late night train service from Milwaukee to Burlington via the Milwaukee Electric Railway and Light company have apparently failed.

Prior to November, 1928, the company furnished service out of Milwaukee for Burlington at 11:30 p.m., but this service was discontinued and during the winter, when snow and ice made auto driving dangerous, renewed agitation began for the 11:30 p.m. train.

According to information received here by George Weller, secretary of the Association of Commerce, H.G. Monger, manager of the transportation division of the company, has found by check that the operating cost of furnishing this particular late night service far exceeded the actual revenue derived.

Checks during August, 1928, revealed that an average of only four persons a day used the 11:30 p.m. train to Burlington and that during November, 1928, only 7.5 passengers used the service.

APRIL 4, 1929 (FP)

Furious sleet storm that whipped through Burlington Easter Sunday paralyzed traffic, ripped wires, snapped off telephone and electric light poles, and closed factories.

It was the worst sleet storm to beat down upon the city in 20 years.

Stretches of wire and poles were down at frequent intervals north and west of Burlington and streets were littered with limbs and broken trees.

Interrupted power transmission forced the Burlington Brass works, the Futurist Garment company and other manufacturing plants depending on city current, to close down Monday, throwing several hundred workers into temporary idleness.

At 9 p.m. Sunday Burlington was plunged into darkness that lasted for 25 minutes when electric power transmission lines from Racine and Milwaukee and Silver Lake were thrown out of commission by the force of the storm and Burlington depended upon current over a small line from Wilmot and Kenosha.

Crews of workmen and linemen from the Wisconsin Gas & Electric Co., headed by William J. Leach, and from the Wisconsin Telephone Co., headed by C.A. Goodwin, Jr., battled the storm from 5 p.m. Sunday until early Monday morning in efforts to repair the damages caused by the storm in the vicinity of Burlington.

JULY 26, 1929 (SD)

Twenty years ago this month the first electric train arrived in Burlington over the newly constructed railway line of the Milwaukee Electric Railway & Light Co., and rapid transit service between this city and Milwaukee became a fact.

Beginning with only passenger service between these two points the service of the electric line has been extended during these twenty years to include express service, a motor bus passenger service connecting Burlington with points south, and an auxiliary motor truck service to transport freight to surrounding points, not having railroad connections with Burlington.

The first electric train arrived in Burlington July 2, 1909, at 4:15 p.m., bearing President John I. Beggs and a party of 150 Milwaukeeans and a forty piece band.

A general celebration in honor of the occasion had been arranged by Burlington citizens. A special committee composed of Mayor H.E. Zimmerman, Sam Jacobsen, president of the Burlington Business Men's association, C.R. McCanna, Louis H. Rohr, Alderman John H. Uhen and City Atotrney E. John Wehmhoff went to Waterford to welcome the Milwaukee party and escort them to the city.

Mr. Beggs' speech on that occasion outlined ambitious plans for the continuation of the electric line. He traced a proposed continuation to Lake Geneva and Delavan with the line to be built through Elkhorn and continuing to Beloit, north of Janesville and north to Watertown.

For many years the street car tracks ran out West Geneva street, but the extension was not made. With the building of the new terminal building and public service station on Pine street three years ago, the tracks were torn up on Geneva street and the original project was definitely ended.

On December 4, 1926, the new terminal station and public service building was formally opened, marking a new era in the electric transportation for Burlington. The road bed was improved and modern parlor coaches replaced the old cars.

Express service began on the electric line eighteen years ago. It provides fast transportation for many of Burlington's manufactured products to general distribution centers and carries a heavy incoming freight load each day.

Twenty-nine tons of freight is the average daily haul on the electric trains between Burlington and points north at the present time. An average monthly load of 697 tons of freight is handled, records show. Two expresses leave Milwaukee daily.

An auxiliary trucking service to Lake Geneva, Williams Bay, Delavan, Elkhorn, Genoa, Bowers, Lyons, Springfield and Spring Prairie handles on an average of eleven and one half tons express per day, with an average monthly load of 285 tons.

William J. Leach, local manager of Wisconsin Gas & Electric Co., maintains the record for longest length of service among the employees of the electric company. He began service with the Burlington Electric Light & Power Co. 23 years ago, was employed by the Hall & Smith Co., predecessors to T.M.E.R. & L. Co. and has served faithfully during the 20 years of the latter's operations here.

Other employees with long time service records are Ernest Walters, 30 years; Wm. Johnson, 16 years; Ed. Weeke, 16 years; Clarence Zimmerman, 15 years; Fred Mischke, 15 years; and Glen Adams, 15 years.

MARCH 27, 1930 (FP)

Burlington folks who last week were afflicted with advanced cases of spring fever awoke yesterday morning to find that winter had reinstated itself. One of the heaviest snow falls of the winter began Tuesday morning about ten o'clock in Burlington and continued unabated until late yesterday afternoon. Traffic on most of the highways was either blocked or seriously delayed by the drifts. Burlington people Tuesday and Wednesday were kept busy shoveling walks. A prediction of cessation from the blizzard at noon yesterday did not materialize until late in the day when the snow fall stopped.

In spite of the large amount of snow that fell and was swirled into impassable drifts in many places, moderate temperatures prevailed for the most part so that the severity of the storm was lessened considerable.

Interurban motor traffic was the most seriously handicapped during the storm. The Racine bus yesterday morning was tied up enroute here and had to be abandoned by driver and passengers until it could be reached by a snow plow. The Beloit bus was stalled by other cars which could not plow through the drifts ahead of it. Other busses were late and the T.M.E.R. & L. Co. cars were running behind schedule.

SEPTEMBER 4, 1930 (FP)

Wm. J. Leach appeared in behalf of T.M.E.R. & L. Co. in regard to the proposed change of grade on North street. After a general discussion it was agreed that the street railway should raise and replace the sidewalks if they intended to raise the street level.

JANUARY 1, 1931 (FP)

Final census figures as released by the department of commerce show the population of the state of Wisconsin as being 2,939,006, an increase of 11.7 per cent over 1920 when the population was 2,632,067.

Racine county records a population of 90,217. The population of the various units as compared with ten years ago is as follows:

	1930	1920
Burlington	4,114	3,626
Burlington Town	999	1,133
Norway Town	1,044	888
Rochester Town	450	439
Rochester Village	246	220
Waterford Town	919	861
Waterford Village	739	668

The largest sum of public utility taxes is paid by the Wisconsin Gas and Electric company and amounts to \$5,305.22. The Wisconsin Southern Gas company will pay a total of \$3,274.05. The Milwaukee Electric Railway and Light company will contribute \$1,765.42 into the local treasury.

JUNE 18, 1931 (FP)

On Monday to Friday nights inclusive beginning June 22, the Milwaukee Electric Railway and Light Co. will offer unlimited transportation over its entire rapid transit railway system for 50 cents a night, it was announced today by S.B. Way, president.

The plan is the first of its kind to be tried anywhere, it was stated. This "bargain" transportation is to be in form of a transferable, 50-cent summer night pass, with a similar pass for children under 12 yrs. old, to be sold for 25 cents.

The experiment, Mr. Way said, is intended to popularize interurban railway riding as a wholesome, low cost form of summer night recreation. The plan extends to July 31.

"The new pass will be good on the northbound train leaving Burlington at 6:55 p.m., and on the southbound train leaving Milwaukee for Burlington at 8:50 p.m.," said Mr. Way.

MAY 6, 1932 (SD)

Members of the Burlington Chamber of Commerce were given an interesting insight into the extensive operations of T.M.E.R. & L. Co. and associated companies on an illustrated talk by A.A. Englehardt at the Burlington terminal Monday evening following their regular dinner session at the Hotel Badger.

Mr. Englehardt stated that the three associated companies did about half of the light and power business of the state, giving employment to 6,500 people and paying about twelve and one-half million dollars in taxes, thirteen cents out of every dollar collected going for taxes.

He claimed that the political clamor about conserving and using natural resources is for votes only. He said government surveys showed 482,000 potential kilowatts in the state and that 250,000 of them are now being used. This is at least seventy five per cent of the practical horse power and if all of the unused were developed it would not equal the normal growth of the company in five years.

Mr. Englehardt displayed charts to show that the cost of electric service was only half of that of 1910 and that prices of electricity had declined 48% since 1914 and all other commodities only 29%. He said the average cost per family for those using electricity was nine cents per day.

He told how electric service is being extended to farm areas and plans the companies are carrying out for future development. He outlined the provisions made by the company for the training, health and morale of their employees to carry out the slogan, "Safety First."

SEPTEMBER 29, 1932 (FP)

A public hearing was held in Racine last Monday morning to act on a petition filed with the public service commission by The Milwaukee Electric Railway & Light Co. in which they petition the commission for authority to abandon bus service between here and Racine.

According to the company there were now two busses operated each way between Racine and Beloit, with three on Saturdays and Sundays. On an average only three or four passengers are carried per trip. That does not begin to pay operating expenses it is contended and for that reason the company wishes to take off busses between Racine and Burlington but continue the service between this city and Beloit.

The application does not affect the Racine-Sturtevant bus service, it was said, the electric corporation being under contract with the St. Paul road to carry the mail and passengers between those two points.

Burlington residents wishing to go to Racine and residents of the latter city desiring to come to Burlington will, in case the wishes of the company are granted by the commission, be obliged to transfer at Sturtevant from the train to bus or from bus to train. The service, it was pointed out by company's representatives, will be the same as existed before the bus line was established.

NOVEMBER 3, 1933 (SD)

Waterford and the territory just north of there has again been a nest of trouble in the farm strike which was called by officers of the Wisconsin Milk Pool on Tuesday. A gang in that vicinity started riding the roads Tuesday morning and several truck loads of milk were dumped in the Durham Hill vicinity.

The climax of the depredations was reached Wednesday evening when the gang descended upon a tank car of milk on the electric line tracks at Waterford. Not satisfied with dumping some 1,700 gallons of milk they wrecked two stainless steel milk tanks. These tanks cost around \$3,000 each so if the county is liable it will cost the taxpayers \$6,000.

The general farm strike started two weeks ago by the Farmers Holiday association was called off by the association on Monday, officers admitting they were receiving practically no

cooperation from farmers throughout the country. The Wisconsin Milk Pool called a strike on Tuesday just about the time the Holiday strike was being abandoned. It has caused considerable trouble throughout the state, resulted in one death at Madison, the dynamiting of a cheese factory and other damage that is doing more harm than good for the farmers' cause.

FEBRUARY 6, 1936 (FP)

Another heavy fall of snow, accompanied by a blizzard, swept in from the north last Monday.

Dozens of cities and towns were cut off from the rest of the world. Trains, halted by snowdrifts, were abandoned. Schools were closed. Blinded by the swirling snow, highway crews gave up their attempts to clear the roads. None of the Milwaukee or Racine dailies were received here on Tuesday on account of the trucks being unable to come through.

While dozens of cities and towns throughout the country faced the peril of a coal shortage, so far local dealers have been able to fill orders and no trouble is apprehended here.

No cars were run on Tuesday on the electric line between here and Milwaukee, but the track was cleared by Wednesday so service could be resumed again.

A new subzero wave overspread the country Tuesday night and on Wednesday morning the temperature registered all the way from 20 to 28 below zero.

MARCH 19, 1936 (FP)

The icy condition of the streets and sidewalks after a sleet storm made travel quite hazardous last Saturday morning for travelers and pedestrians.

Very few accidents were reported however, Dr. G. Warren Newall had the misfortune to have his auto badly damaged when it collided with a T.M.E.R. & L. car which was switching at the Second street crossing. Sleet on the windshield obscured the doctor's vision.

APRIL 16, 1936 (FP)

Passengers on the T.M.E.R. & L. Co. going to Milwaukee from here report that the company has started to work on building a new two and one-half mile spur track to carry materials to Greendale, the model suburban town near Hales Corners under construction by the RA (resettlement administration). About 200 men are now at work. It will be finished in about 45 days and will discontinued after the project is finished.

The spur track, connecting with the Electric Co. rapid transit line south of Layton avenue will run in a southeasterly direction to the approximate center of Greendale. Warehouses are now being built for materials to be delivered. It is said the electric line will effect a large saving in transportation costs, spare heavy traffic over county highways and avoid traffic hazards.

FEBRUARY 11, 1937 (FP)

A new bus line, proposing to travel from Milwaukee to Dubuque through Burlington, appeared before a state commission meeting in Milwaukee last week Tuesday asking for a franchise for such operation. The result of the hearing has not been made known. The new line is a merger of a line now in operation between Milwaukee and Peoria, Ill through Lake Geneva and Williams Bay and a line now in operation in Monroe county. The plan provides that the bus travel from Milwaukee to Union Grove, Burlington, Elkhorn, Delavan and Janesville, thence west to Dubuque, Iowa. Two busses a day are contemplated.

SEPTEMBER 30, 1937 (FP)

Among the cases to be tried at the present term of circuit court at Racine is that of the Milwaukee Electric Railway & Light Co. which has applied for condemnation of a parcel of land in the town of Burlington.

Property involved is owned by John F. Weggs and Nellie M. Weggs. The company contends it acquired the right of way over the land for interurban railway purposes and for use of a transmission line, but this is denied by the owners.

A commission appraised the damage at \$700, but the company contends the amount is excessive, and has appealed from the decision of the commissioners.

OCTOBER 29, 1937 (SD)

Substitution of motor bus and truck service on parallel highways for interurban electric railway service between Burlington and St. Martins is planned by The Milwaukee Electric Railway and Light Co. according to announcement this week by R.H. Pinkley, vice president.

The Burlington branch covers a distance of 20 miles and was established in 1909. Waterford, Rochester and Wind Lake are other communities served by it. Petition is being made to the Public Service commission for approval of the proposed change.

"The patronage of this interurban railway line is not sufficient to justify its continued operation," said Mr. Pinkley.

"Substantial expenditures made between 1926 and 1930 to provide improved equipment and a faster rapid transit entrance into Milwaukee failed to revive the dwindling patronage on this line.

"For some years, revenues of the line have been less than the direct costs of operating the service. In addition, costly reconstruction of tracks and roadbed structures between St. Martins and Burlington is now necessary if operation of this line is to be continued. Present earnings and future outlook do not justify such capital expenditures.

"The only solution, in our opinion, is the abandonment of railway service and the substitution of motorized equipment.

"It is planned to operate substitute passenger service by motor bus between Burlington and St. Martins, where the busses will connect with interurban trains for Milwaukee. Freight and express can be carried by the Motor Transport Co., a subsidiary, which already serves the same stations.

"Modern concrete highways and the modern motor car have made sharp inroads into the interurban railway business. Nearly all of the interurban railways in the country have been abandoned except a few of those operating between large cities. T.M.E.R. & L. Co. has been almost alone in continuing to operate interurban railways having the characteristics of the Burlington line.

"The abandonment now proposed has been delayed for a number of years beyond the time when such a step should normally have been taken. During that time large amounts have been expended to improve the line and many other steps have been taken to attract traffic and place the line on a self-sustaining basis. We regret that these efforts have failed."

NOVEMBER 19, 1937 (SD)

The Wisconsin public service commission has given notice that it will conduct a public hearing at the Burlington city hall at 10 o'clock on Monday, November 22, on the application of T.M.E.R. & L. Co. to abandon its electric line between St. Martins and Burlington.

Since the company announced its intention to file application to discontinue the line considerable opposition has been developed, especially at Waterford and Rochester and these communities have organized to protest. It is expected that the company will present figures to show the line is no longer a paying investment.

NOVEMBER 26, 1937 (SD)

The hearing conducted by the public service commission on the application of T.M.E.R. & L. Co. to abandon its interurban line between Burlington and St. Martins attracted a large crowd to the city hall Monday.

After an all day hearing in which the Electric Co. gave figures to show the line was a losing proposition and shippers and patrons from Burlington, Rochester, Waterford and other places gave reasons why they thought the service should be maintained the commission took the case under advisement and will announce its decision later.

Examiner L.P. Atwood conducted the hearing with W.E. Bates as inspector. The Electric Co. was represented by Attorney J.D. Shaw, Vice President, R.H. Pinkly and Engineer C.F. Balch. Attorney Nettie Karcher represented the village and citizens committee of Waterford, E.J. Boyle the city of Burlington and John Wolf the Burlington Chamber of Commerce. Many shippers and users of the line were called for testimony.

The Electric Co. submitted a brief of revenues and expenses which was explained by Messrs. Balch and Pinkly under cross examination by Mr. Shaw. It showed that the number of passengers carried on the Burlington-St. Martins line had dwindled from 236,777 in 1920 to 136,662 in 1930 and to 46,646 in the twelve month period ending September 30, 1937. Passenger revenues dropped from \$75,591 in 1920 to \$13,203 in the last twelve month period.

The total operating revenue on the Burlington-St. Martins line for the twelve months ending September 30, 1937, was \$32,864 and the operating expenses \$40,687. This left a deficit of \$7,823. Expenses included \$10,472 for depreciation, but made no allowance for office overhead, interest on investment, etc.

It was pointed out that the Burlington-St. Martins branch paid better returns than the entire interurban system. Figures were given which showed the entire system sustained a loss of \$23,924 without allowance for depreciation, while if no depreciation had been figured the local branch would have been in the black.

Figures were given to show that the company has \$628,863 invested in the Burlington-St. Martins line against which there is an accrued depreciation of \$302,797. They estimate there will be a salvage value of \$118,346 with estimated removal costs at \$103,121. This leaves an estimated loss on the abandonment of the line of \$310,841.

On the witness stand Vice President Pinkly testified that he considered it against public interest to continue to operate the line at a loss. He outlined changed conditions that brought autos and trucks into competition and that a budget request by engineers for \$32,000 to put the roadbed in safe condition had hastened the decision to abandon the line. He said that efforts of the company to retain and regain business by a private right-of-way

in Milwaukee, better cars, reduced rates, etc., had failed and he was convinced the line could never be made a paying proposition. He said interurban lines had been abandoned throughout the country and his company was one of the last to seek abandonment of unprofitable lines.

DECEMBER 10, 1937 (SD)

Three applications have been filed with the Wisconsin public service commission for the franchise to operate a bus line between Burlington and Milwaukee to replace the interurban railroad whose abandonment has been asked by T.M.E.R. & L. Co.

At the same time T.M.E.R. & L. Co. filed application to abandon the interurban railroad between Burlington and St. Martins it filed application for a franchise to operate a bus line. It already has the freight franchise in its Wisconsin Motor Transport Co. Now the Midland Coach Lines and the Peoria, Rockford Bus Co. are also seeking the franchise.

City Attorney E.J. Boyle protested the hearing on the grounds that officials and citizens of Burlington had not been notified. The commission heeded the protest and adjourned the hearing to a future date and promised to take the request that the hearing be held in Burlington under advisement.

At the time of the hearing in this city the public service commission refused to consider bus service, saying that the hearing was on interurban service, but it did promise that when a hearing was held all applications would be considered. This hearing was called at the court in Milwaukee Tuesday.

The Midland Coach Lines now operate busses between Beloit and Racine and want to extend to Milwaukee to cover sotheastern Wisconsin.

The Peoria-Rockford Bus Co. now operates a bus line from Rockford, Ill., through Burlington to Milwaukee carrying only interstate passengers and wants to amend its franchise so it can carry local passengers between here and Milwaukee.

DECEMBER 31, 1937 (SD)

Attorney Nettie E. Karcher, representing the village of Waterford, went to Madison Monday to present oral arguments before the public service commission over the application of T.M.E.R. & L. Co. for permission to abandon its interurban line between St. Martins and Burlington. Attorneys E.J. Boyle and Stanley Kelly, who looked after the city of Burlington interest, started for Madison, but after slipping along on icy pavements as far as Whitewater decided it was not worth while and gave up the attempt.

The hearing was a follow up of the one held in Burlington at which evidence was received on the application. At Madison Monday the full commission heard the legal aspects of the case from counsel for the utility and a group of citizens opposing the abandonment. Miss Karcher presented figures to show how the abandonment would effect business places at Waterford, while James D. Shaw, attorney for the company, presented its claim that the line is not a paying proposition. Following the hearing the commission announced it would take the case under advisement and make public its decision in the near future.

JANUARY 14, 1938 (SD)

The public service commission has given notice that it will conduct a public hearing at the Burlington city hall at 10 o'clock next Monday, January 17, on the matter of providing bus service between Burlington and Milwaukee to replace the interurban. Three applications have been filed and will be heard. They are by T.M.E.R. & L. Co., the Midland Coach Co. and the Peoria-Rockford Bus Co.

JANUARY 21, 1938 (SD)

Following the hearing of applications to replace T.M.E.R. & L. Co. interurban service between Burlington and Milwaukee, C.J. Jasper, examiner for the Public Service Commission required that affirmative briefs be filed not more than 15 days after transcript. Applied briefs are due in the five days following.

The hearing was held Monday, in the Burlington city hall. Representatives were present for the T.M.E.R. & L. Co. the Midland Coach Co. Appearances were made by R. H. Pinkley, vice president and assistant general manager of the Milwaukee Railway and Light; Alfred Bramucci for the Midland Coach Co. and Milton Shosie, business manager of the Peoria-Rockford Bus Co.

When called as a witness, Mr. Pinkley stated that T.M.E.R. & L. Co. intended, after the abandonment of the interurban route from Milwaukee to Burlington, to supply a substitute passenger service. The present service consists of four round trips to Burlington from the Public Service Building in Milwaukee. The proposed substituted bus service would follow along highways 36 and 100. The new route would have as its terminal, either the present waiting station in Burlington or one of the hotels within the city.

Mr. Pinkley mentioned the fact that city transfers are issued to all in-coming city passengers. Also, the congestion of traffic is avoided by the private right of way of the rapid transit lines. Bus service would be conserved along the same lines to sustain the expense.

The Electric Co.'s opinion voiced by Mr. Pinkley was that there was no objection to another bus service if that service was good. The Electric Co.'s bus service would consist of four trips daily, operating on the same time schedule. Stops would be arranged at the cross roads to take on passengers. The buses would be furnished with mohair seats, and would be heated and lighted. Also this motor bus operation would be integrated with Milwaukee municipal lines. It was the opinion of the company that all the business obtainable was needed for operation with a fair return.

Mr. Bramucci, operator of the Midland Bus Line from Delavan to Lake Geneva and Burlington asked to continue his service from Burlington to Milwaukee. Under the proposed schedule, seven complete round trips would be offered. This bus company exchanges passengers with the interurban at present, the result of a sale of the Janesville, Lake Geneva, Burlington and Racine route to the Midland Bus Co. by the Electric Co. some years previous.

Milton Shosie, business manager of the Peoria-Rockford Bus Co., is at present operating a bus service of three vehicles from Milwaukee to Burlington. He stated that a schedule of five buses a day could be arranged at a slight increase in expense. Their operation from Burlington to Milwaukee would merely involve the removal of the exception on the present franchise. Mention was made of the fact that arrangements had to be made to run the bus line through Milwaukee, but it was concluded that no difficulties would be involved.

Numerous witnesses were called to testify as to the likes and dislikes of the public in regard to the transportation question. E. Gray, superintendent of the state school for the deaf at Delavan stated that it was very inconvenient for students of the school to be obliged to change from bus to interurban several times on their travels to Milwaukee. As the situation now stands, messengers are required to conduct the younger children from bus to car line. Mayor H.R. Pruemers remarked that as far as he was concerned, his interests were for the city, but he did state that if the bus were to stop at the Hotel Badger, it would considerably increase the traffic along the main district of town. Called to the stand by Miss Nettie Karcher, Walter Neil, president of the Village of Waterford, suggested that the present

interurban service be kept but he concluded that he has no set preference as to a new franchise.

MARCH 18, 1938 (SD)

Authority to abandon the electric interurban railway extending from St. Martins to Burlington was granted The Milwaukee Electric Railway & Light Co. through a decision of the Public Service Commission of Wisconsin, rendered in Madison Mar. 12.

At the same time the public service commission granted an amendment to the franchise of Alfred Bramucci of the Midland Coach Lines of Burlington to carry passengers between Burlington and Milwaukee. Applications of the Peoria-Rockford Bus Co. for similar service and that of T.M.E.R. & L. Co. for bus service to St. Martins were denied.

Certified copies of the decisions which will affect freight and passenger service between Burlington and Milwaukee, including Waterford, Rochester and other points north, were received by City Attorney E.J. Boyle early this week.

In summing up its finding based upon a public hearing on the application of the electric company for abandonment of the railway line held in Burlington November 22, 1937, the commission stated: "While it cannot be doubted that this abandonment will have some effect upon the industry along this line of railroad, the applicant is sustaining a continued loss and if the public as a whole can be reasonably served through other facilities, the abandonment must be authorized. The commission finds that the abandonment of the line of electric railway between St. Martins and Burlington by T.M.E.R. & L. Co. is consistent with the public interest and with the duties of the applicant to provide reasonably adequate service in the territory it serves."

Most objection to the abandonment came from Waterford and Rochester, which would be left without any carload freight traffic facilities, the commission noted in its decision. On the other hand, it quoted figures from the electric company report that for the twelve months ended September 30, 1937, revenue from carload freight originating or terminating between St. Martins and Burlington amounted to \$2,277. Total freight revenues for the same period, including \$17,000 package freight handled in conjunction with Motor Transport Co., amounted to approximately \$33,000. The company's report indicated a loss of \$7,823 for the period, not including depreciation charge of over \$10,000.

The decision also considered the decrease in passenger service reported at the hearing, using the year 1920 and the year ended September 30, 1937, for comparison. In 1920 there were 236,777 passengers; in 1937, there were 48,646 passengers carried. Revenues showed a decrease from \$73,591.06 to \$13,203 for these two periods. The decision also quoted the company's testimony that an expenditure of approximately \$30,000 would be required to rehabilitate half of the line.

"While motor carriers cannot with the same degree of satisfaction as in the case of less-than-carload quantities, nevertheless a great deal of carload traffic has left the railroads for transportation by motor carrier," the decision continued, "and much of the carload traffic now moved via the applicant's line can no doubt with reasonable adequacy be handled by motor carriers. The remainder of the traffic moving to or from Rochester and Waterford and other points between St. Martins and Burlington would have to be trucked to Burlington, St. Martins or Honey Creek, at the most, about seven miles distant, to reach railroad facilities."

The bus route of Alfred Bramucci of the Midland Coach Lines was selected for service between Burlington and Milwaukee via highways 36 and 41 because of its present route and

the service it may render students at the state school for the deaf at Delavan.

"It is clear," the commission stated, "that public convenience requires the service of a common motor carrier of passengers between Burlington, Milwaukee, and intermediate points, in view of the abandonment of interurban electric railway service by the electric company. The only question here involved is as to which of the applicants can best meet the public need."

The Midland Coach Lines which now run continuous service from Beloit to Burlington, via Elkhorn and Lake Geneva, and from Burlington to Racine, will, in the opinion of the commission, "serve more communities and a larger portion of the population of the state," than the other applicants. The fact that many students from the state school for the deaf at Delavan could use the Midland bus service for transportation to their homes in Milwaukee and beyond, and that continuous service to Milwaukee without transfer would facilitate their travel, was also considered by the commission.

Principal objection offered T.M.E.R. & L. Co. on their proposed bus service to St. Martins for transfer to the electric car was the dual transfer necessary for passengers south of Burlington. The interstate route of the Peoria-Rockford Bus Co. would not, in the opinion of the commission, serve so great a portion of the Wisconsin population as the Midland Co. route.

MARCH 25, 1938 (SD)

Officials of the Midland Coach Lines, who were last week granted the franchise to operate the bus line between Burlington and Milwaukee to replace the interurban railway system, expect to have the new line in operation within 30 days. Orders for necessary equipment are being placed this week and necessary details being worked out. Operation will start as soon as the equipment arrives and schedules are approved. The bus line will follow highway 36 to highway 41 and on 41 to Milwaukee. It will not go through St. Martins, which will continue to be served by the Electric Co.'s East Troy rapid transit line.

APRIL 7, 1938 (FP)

H.G. Monger, traffic manager for the Milwaukee Electric Railway & Light Co., made the following announcement: "Interurban railway service between Burlington and St. Martins will be discontinued with the close of Business on May 1. Abandonment of the line was authorized March 11 by the Public Service Commission after public hearings. Freight service now operated by Motor Transport company, a subsidiary of the Milwaukee Electric Co. will be continued. In another order also dated March 11, the Public Service commission authorized the Midland Coach Lines to establish motor bus passenger service between Burlington and Milwaukee over Highways 36 and 41. The abandonment of interurban railway service is scheduled to coincide with establishment of the new bus service."

APRIL 14, 1938 (FP)

Somewhat different from the opening of the electric line between here and Milwaukee on July 2, 1909, will be discontinued of service on Sunday, May 1, after serving the people of Burlington for nearly 30 years.

The opening of the line on July 2 was signalized by the arrival of three cars over the new line containing the general manager, John I. Beggs. Milwaukee citizens and public officials, also T.M.E.R. & L. Co. land. They were given a continued ovation at the various places along the line between here and Milwaukee.

On their arrival in this city they were served a splendid supper at the Hotel Burlington, after which a public meeting was held at the quarters of the Burlington Business Men's Association

at 645 Geneva street, where the Diener sisters now reside. Mr. Beggs was the speaker of the evening and short talks were also given by mayors and others present from neighboring cities.

The public service commission in an order dated March 12th last authorized abandonment of the service between here and St. Martins. The date of termination of service was made dependent upon the establishment of bus service between Burlington and Milwaukee.

Another order of the commission gave the franchise for the passenger bus service to the Midland Coach lines, who will be ready to operate Monday, May 2, from the Public Service station in this city. Freight shipments after May 1 will be handled by the Motor Transport Co.

Termination of service will affect Burlington in other ways than making a change to transportation facilities. Several families will leave the city, their heads, employed by T.M.E.R. & L. Co., having been shifted to other points because of the change. Some already have left town.

At Waterford the industries which are vitally affected have not yet made definite plans. Car load shippers will be the most seriously affected. More especially the Wilbur Lumber Co., who ship in coal, lumber, and cement,, also the Vogler-Schilo Pickle factory and Waterford Mills. In all probability shipments will be made to Honey Creek via the Soo Line and thence hauled overland to Waterford and other destinations. No definite plans have been announced by any of the firms.

APRIL 22, 1938 (SD)

The Midland Coach Co. this week announced a schedule on which it will operate busses between the city and Milwaukee when it takes over the service at the discontinuance of interurban service on May 1.

Present plans call for the Burlington terminal at the Hotel Burlington and the Milwaukee terminal at the public service building. Seven round trips will be made daily, one hour and ten minutes being allowed for the trip.

Busses will leave Burlington for Milwaukee at 6:25, 7:30 and 9:50 a.m., and 1, 2:55, 4:15 and 6:55 p.m.

Busses will leave Milwaukee for Burlington at 7:45 and 10 a.m., and 1, 2:50, 4:30, 5:40 and 11:35 p.m.

APRIL 28, 1938 (FP)

The city will probably have a chance to purchase the T.M.E.R. & L. Co. bridge over the White river in this city if they desire to. The city was spurred to action by a report that the company instead of removing the tracks between here and St. Martins with its own labor had let the job to a wrecking company. Apparently the White river bridge was not included in the deal, since officials of the electric line advised that they had planned on using the bridge in another place.

Letters have also been sent to the state highway department on the possibility of rerouting state highways entering Burlington from the north to pass over the new bridge if it is to be constructed. Such a procedure would eliminate traffic hazards on Chestnut street near the Nestle plant.

APRIL 29, 1938 (SD)

Electric interurban traffic service which has operated between Burlington and Milwaukee for twenty-nine years will be discontinued on May 1. In its place motor bus and transport service will handle passenger and freight traffic between this city and Milwaukee.

The Midland Coach Co. will begin its bus service to Milwaukee on May 1, announcing a schedule of seven round trips daily. The first bus will leave Burlington at 6:25 a.m., and the last bus from Milwaukee at night will leave there at 11:35. The Burlington terminal will be at the Hotel Burlington.

The freight office in the terminal building will also be closed on May 1, and books and records moved to the Milwaukee office. Oscar Herman, freight agent, and Miss Helen Gardner, bookkeeper, will be transferred to the Milwaukee office. Harry Hoyle will be the only one of the motor transport force to stay in Burlington. He will continue to have charge of pick-ups and freight transfers here. Motor transport drivers whose former headquarters were here have transferred to Milwaukee.

The Milwaukee Electric Railway & Light Co. was granted permission to abandon its railway line between St. Martins and Burlington following a hearing before the public service commission in March. Through testimony and reports the electric company showed it had sustained consistent losses in operation over a long period of time.

A franchise to build and operate an electric railway line between St. Martins and Burlington was granted the Milwaukee Light, Heat & Traction Co. in 1908. An electric line was already built between Milwaukee and East Troy, via St. Martins.

John I. Beggs, president of the company, envisioned the Burlington extension as the first lap in a rapid transit branch that would eventually be extended to Lake Geneva, Williams Bay, Delavan, Beloit and Janesville. He disclosed this plan in his address at the celebration of the arrival of the first electric car in Burlington.

Grading on the right of way from St. Martins this way was started the latter part of August, 1908. On July 2, 1909 the first electric street car arrived in Burlington.

A special train carrying President John I. Beggs and a party of 100 Milwaukee people including company, city, and county officials inaugurated the new street car line. Leaving the Public Service building in Milwaukee at 4:15, the train arrived in Burlington at 6:10 p.m.

A delegation of 3,000 Burlington people was out to greet the arrival of the first electric interurban street car. The city was decorated, the band was out, factory whistles signalled the arrival of the car. A city-wide celebration was held with a public mass meeting presided over by Mayor H.E. Zimmermann. On the reception committee, besides the mayor, were Sam Jacobson, president of the Burlington Business Men's association, C.B. McCanna, Louis H. Rohr, John H. Uhen and City Attorney E. John Wehmhoff.

Officials and prominent citizens from Racine, Delavan, Elkhorn, Lake Geneva and Milwaukee took part in the open air mass meeting. President John I. Beggs gave assurance in his speech that the company was considering joining the principal cities in this section by a network of electric lines. It was with this in mind that the tracks were built to the city limits on Geneva street. No further building was ever done. In 1927, T.M.E.R. & L. Co. erected the large terminal building in Burlington and at the same time tore up the tracks, definitely abandoning the idea of extending the electric line.

When the street car line was first opened on July 2, the tracks ended at the electric light

plant across the White river, which was the street car terminal for several months. The franchise of the Milwaukee, Light, Heat & Traction Co. stipulated that the company pave its right of way within the city between the tracks. The city council began negotiations at once to pave the rest of Geneva street. Cape & Sons of Racine were given the contract to pave the street with vitrified brick, work to begin as soon as the railway company could get their paving in.

The street car company had its tracks in and its part of the paving finished the last of August. The city finished paving the street and had it open to traffic by the last of September. On October 1, the street car made its first run on Geneva street, the morning 8 o'clock car making the first trip to the west limits of the city.

Stations north of Burlington along the street car track had been renamed for the railway schedule. Caesar's Grove became Muskego Dam; the Wind lake crossing was named Edgewater; the road leaving Waterford near the cemetery was designated Dover Road; the Cunningham road became Bellewood and the Verhalen farm crossing was North Limits.

The building of the street car line between Waterford and Burlington in 1908 and 1909 is identified in the memories of many Burlington people with a lively court battle between land owners along the proposed right of way and the Milwaukee, Light, Heat & Traction Co. Because satisfactory terms could not be reached with seventeen property owners between here and Waterford, condemnation proceedings were started in circuit court in Racine in November, 1908.

Property owners contended that their property could not be condemned because the railway company was not following the route for which it had secured a franchise. Judge Belden's decision favored the railway company. Commissioners appointed to appraise the land values made their awards, only to have their awards appealed by most of the land owners. New commissioners were appointed.

The fight continued, especially bitter on the part of the Ela Co. of Rochester and N.H. Ayers. The latter had asked \$5,000 for six and one half acres of land, was awarded \$3,100 by the new commissioners and continued to fight the appraisal. Ela Co., based their fight on alleged irregularities. In the meantime the electric railway company appealed to the supreme court to reverse Judge Belden's decision on the commissioner's award on the Ela property and to reduce the commissioner's appraisal on the Niles H. Ayers property, which they considered too high.

Litigation did not stop the progress of the railroad, however. As soon as a portion of right of way was cleared building continued. The cement crew ran into a snag on the bridge construction across the Ayers' tail race in the White river. It had completed abutments and started building four caissons for the bridge across the tall race, where Frank J. Ayers had an injunction served and the work was halted. That was in May. It was not until September that the company finally got their bridge across the White river. Iron for the bridge arrived September 17. On October 1, the last piece of track was laid and the street car made its first trip the full length of Geneva street.

JUNE 3, 1938 (SD)

At its adjourned meeting last Thursday evening the city council decided to continue its investigation of the proposed purchase of the abandoned interurban railroad bridge and right-of-way from the foot of Geneva street to Second street. The Electric Co. has offered the bridge and right-of-way to the city for \$2,500. Mayor H.J. Runkel and Aldermen Bary and Delano reported they had conferred with J.A. Stransky of the Kirsch, the department's bridge engineer.

Plans of the structure, obtained from the interurban company were checked, and a thorough examination made of the bridge by Mr. Kirsch. The examination revealed some difficulties not heretofore noted. One was that the north end of the bridge is not as wide as the south end. Since all space available would be needed, Mr. Kirsch pointed out that it might be necessary to widen the narrow part for vehicle traffic. He mentioned two ways in which this could be done.

Alderman Barry reported a conference with Electric Co. engineers regarding the one span which would have to be replaced. It is proposed to supply one from the bridge over the Fox river near Rochester and Mr. Barry was assured this was being moved to St. Martins before the rails were removed and could be shipped to Burlington by freight.

City Engineer Hoganson was instructed to secure information and estimates for rebuilding the bridge as necessary and City Clerk Zechel was instructed to secure proper descriptions of the land from the county engineer, who is now engaged in a WPA survey of county property.

At the conference Mr. Stransky brought up the matter of a grade crossing, which would be necessary at the point at which the proposed street would cross the Soo Line railway. He advised city officials to be sure this could be negotiated before taking final steps to secure the bridge property.

Mr. Stransky expressed a belief that from that standpoint the proposed new street and bridge would be preferable to the present routing of highways 36 and 83. The change would, he said, relieve traffic congestion on that portion of Chestnut street, which now carries both highways 36 and 11, and give highway 36 a straight route through the city, in addition to eliminating a bad curve at the end of the Second street bridge.

JUNE 10, 1938 (SD)

The city council at its regular meeting Tuesday evening learned that it would cost over \$10,000 to fix up the interurban bridge at the foot of Geneva street so that it would be available for regular traffic. Two estimates had been received. The above price does not include the \$2,500 to the Electric Co. nor the cost of paving the streets up to the bridge or the building of sidewalks. Carrying the investigation further the city attorney was instructed to prepare an application to the public service commission for a protected crossing at this point.

AUGUST 4, 1938 (FP)

City Attorney O'Haire and City Engineer Hoganson reported the result of their conference with the electric company at Milwaukee relative to purchase of the proposed Short street bridge, in pursuance to direction of the Council, that they were unsuccessful in getting a reduction from the set price of \$2,500 as contained in former minutes of the city.

OCTOBER 27, 1938 (FP)

The Milwaukee Electric Railway & Light Co. no longer exists, all of its holdings having been turned over to the Wisconsin Electric Power Co., which became the parent organization. The Milwaukee Electric Railway & Transport Co. is a subsidiary of the parent company and will operate the light and transportation business. The merger does not affect the Wisconsin Gas & Electric Co.

Deeds covering the transfer of the transportation holdings to Racine were filed Friday with Register of Deeds Julius Krenzke. A copy of a \$20,000,000 mortgage and deed of trust given by the Milwaukee Electric Railway & Transport Co. to the First Wisconsin Trust Co., Milwaukee, also was filed in the Racine office. This mortgage and deed carried the notation

that \$ 10,000,000 in revenue stamps are affixed to the original. Fees for the copy were \$41. Papers filed in the Racine county office cover 115 pages, and list all legal descriptions of holdings.

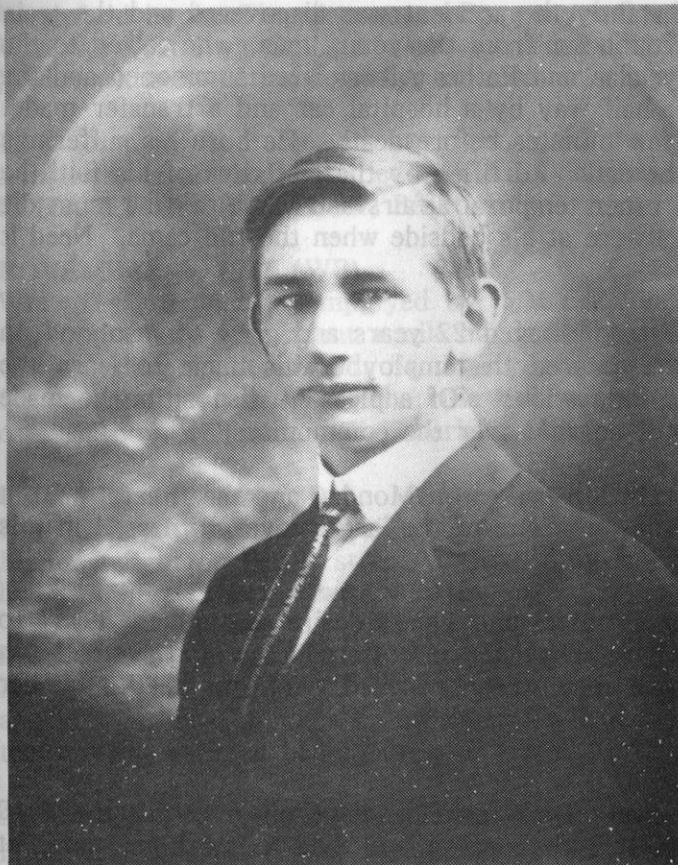
After a discussion the city attorney was directed to offer the electric company the sum of \$1,000 for the bridge and he sent the railway company a formal communication stating the council's stand.

JUNE 25, 1943 (SD)

One of the last remembrances of the former Milwaukee interurban railroad, the old bridge over White river, has disappeared and the iron has been sold to the Silver Iron & Steel Co. as scrap to aid the war drive.

The structure which spanned the river for many years was built in 1909 as a link in the Burlington to Milwaukee interurban line. When service was abandoned out of Burlington, the company tore up the tracks and removed rails along its right of way, but left the bridge, which was later partly dismantled.

At one time the city of Burlington tried to buy the bridge and the property on the east side of the river, with the idea of converting it into a vehicular bridge and thereby opening Short street. This would have provided another link to connect the business district with Second street and highway 36. Refusal of the state highway department to re-route highway 36, and because the bridge was hardly suitable for regular traffic, the plan was dropped.



**HENRY KORTENDICK WAS KILLED
BY AN ELECTRIC CAR AT WATERFORD
OCTOBER 1, 1911 (BORN APRIL 29, 1889)**

ACCIDENTS

APRIL 29, 1909 (WP)

The first real wreck on the Waterford division of the electric line occurred at Wind Lake near Ernest Petzold's place Monday night. An engine crashed into an electrician car standing on the siding. The car was one used in stringing the wires and doing overhead service. It was wrecked badly yet fortunately no one was hurt.

NOVEMBER 25, 1909 (WP)

At Burlington last Friday occurred a railway accident which caused no particular damage but was very remarkable because one just like it very seldom happens. A freight car on the Soo line jumped the track and bumped along on the ties a distance of five hundred feet until it struck the crossing of the electric railway line when it jumped back on the rails of the steam road as if nothing had happened. In fact, the train crew was unaware of the accident until some time after it occurred.

OCTOBER 1911 (WP)

The first fatal accident to occur on the Burlington-Waterford line of the Milwaukee Electric Interurban system happened last Sunday evening at this village when Henry Kortendick, Jr., was ground under the wheels of an electric car and died from his injuries a few hours later in a Milwaukee hospital. Both legs were crushed and nearly severed close to his body besides suffering internal injuries. It appears that he boarded the train consisting of a motor car and two trailers. He was in the forward car and attempted, after the train started, to change to one of the trailers in order to join some friends he wished to see. In doing so he either jumped against or was struck by a line pole and thrown headlong under the trailer with the horrible result as above stated. Almost instantly the accident was discovered and the train stopped. Jack screws were necessary to lift the car from the young man, who talked to the men while the task was being done. A physician and Father Albers were summoned and the train rushed towards the city. It was met half way by a hospital car and a transfer made. The poor boy was fully conscious up to a few minutes before death. He bore his sufferings uncomplainingly and calmly prepared for the end. Fortified by the last rites of his faith he gave directions as to his life insurance and other temporal affairs and when told he must die calmly said: "I expected that." His parents were at his bedside when the end came. Need it be added it was a pitiful leave-taking.

Deceased was the oldest son of George Kortendick aged 22 years and grew to manhood on his father's farm. Within the last year he entered the employ of his uncle to learn the butcher's trade. He was quick, active and industrious. Of a pleasant disposition he made many friends and his sad death cast a pall of sorrow over the community.

The remains were brought by special car from Milwaukee on Monday and the funeral held at the St. Thomas Catholic church on Wednesday was one of the largest ever witnessed in this community.

CARD OF THANKS--The bereaved parents, brothers and sisters desire through the POST to give public expression of thanks to all who gave assistance and offered such kind sympathy in their great sorrow and sincerely hope none may ever be called upon to meet a similar affliction.

OCTOBER 6, 1911 (SD)

Henry Kortendick, a well known young man of Waterford, was run over by the 6:10 Milwaukee bound electric car at Waterford Sunday evening and died a few hours later at Trinity hospital in Milwaukee from his injuries.

The regular car took on a trailer at Waterford. Mr. Kortendick was in the leading car and just as the car gained headway several of the young men decided to get into the trailer. Kortendick was the first to jump off to catch the rear car. He noticed the other fellows were not coming, so he again jumped to the ground and endeavored to catch the leading car. By this time the train was going at a fair rate of speed and in his endeavor to catch the first car he ran into one of the poles at the side of the track and was thrown under the car. The car passed over his body severing both legs close to the trunk and badly crushing one hip.

The car was stopped immediately and Conductor I.C. Harding, with the aid of passengers, did everything possible to assist him. Dr. F. Malone was summoned, but Kortendick was weak from the loss of blood and no hope could be given. Rev. Albers, of St. Thomas' Catholic church, was called, and Kortendick with Rev. Albers and Dr. Malone were rushed to Milwaukee and he was taken to Trinity hospital. Here everything within human power was done, but he passed into the great beyond shortly before 11 o'clock. Mr. Kortendick remained conscious nearly to the last and at the scene of the accident talked with friends.

He was twenty-two years old and a son of Mr. and Mrs. George Kortendick, residing just east of Waterford. For some time he had been employed in the Wm. Kortendick meat market in that village. He was a hustling young man, deservedly popular and will be greatly missed by a large circle of friends.

His remains were taken to Waterford, where funeral services were held from the Catholic church Wednesday morning.

OCTOBER 14, 1911 (WP)

TO WHOM IT MAY CONCERN: In July last my son, Henry Kortendick, insured at Waterford in the Time Insurance Company. On October 1, he was killed by electric car at Waterford, and on October 14th, the Time Insurance Co. sent me draft for face of policy (\$350) without waiting for copy of coroner's inquest.

This company have treated me right, paid the claim promptly without requiring a lot of affidavits. I am well satisfied that T.I.C. will treat all claims as fairly. Yours very truly,
ELIZABETH KORTENDICK, Beneficiary.

NOVEMBER 4, 1915 (WP)

Wm. Tess, a lineman employed by T.M.E.R.&L. Co. was shot in the leg by a rifle bullet while on a utility car about a mile north of this village late Friday afternoon. The work train was speeding north towards St. Martin's when it happened. The young man was rushed to Milwaukee for treatment. The rifle ball was a 22 calibre and supposed to be shot by some careless boy or hunter. The sheriff's office is investigating.

OCTOBER 14, 1920 (SD)

Lake Geneva News Oct. 8: The burning of a T.M.E.R.&L. Co. auto bus made a huge blaze Monday night on Broad street. It was only subdued after the Lake Geneva fire department had smothered the fire with water.

Fred Brellenthin was driving the bus from Burlington, where he had met the 8 o'clock car. He carried one passenger. As he neared the Denison hotel he speeded up his engine slightly and a large burst of flames shot up in front of him and all over him. Quickly moving out of the way, he escaped being burned.

Next Brellenthin tried the fire extinguisher carried on the car but found it empty. Then he phoned in an alarm. The department responded promptly and turned on the chemical but it did not have any effect on the flames, which let up Broad street for blocks. Water finally

did the work.

The bus had recently been overhauled and the driver had noticed that it was acting badly on the trip from Burlington. It is believed that a leaky gasoline connection caused the blaze. The auto was practically destroyed by the fire. The interior was completely burnt out and the whole machine will have to be rebuilt. It was towed to Burlington on Tuesday.

NOVEMBER 11, 1921 (SD)

Mr. and Mrs. Ben Schaub and Clarence White, of Honey Creek, received numerous cuts and bruises and their automobile was wrecked, when they ran into the interurban car on Second street last Thursday afternoon.

Mr. White was driving his car, coming into Burlington. He was making good time and a string of freight cars on the side track at T.M.E.R. & L. Co. freight house prevented him from seeing the outgoing electric car in time to stop his car on the down grade just before reaching the tracks.

Motorman George Taylor saw the approaching auto, and believing he could avoid a collision by getting over the crossing, speeded up his car. But he misjudged the speed of the auto and the machine crashed into the street car at the rear wheels. The auto remained upright but the occupants received a severe jolt. They were taken to the office of Dr. F.F. Newell, their injuries dressed and they were able to go to their homes the same afternoon.

MARCH 16, 1922 (SP)

Last Friday afternoon when the two o'clock interurban car was coming from Milwaukee it jumped the track at the Soo line crossing at the foot of Geneva street. The truck turned almost around under the car and both tracks were blocked for a time. After several hours of work the interurban car was placed on the track. A defective frog at the crossing is thought to have caused the accident.

JULY 7, 1922 (FP)

John and Henry Kempken and Theodore Linneman, Jr. of Waterford, were killed when an auto in which they were riding was hit by the East Troy-Milwaukee interurban car near St. Martin's last Sunday afternoon.

The men had spent the forenoon assisting Waterford citizens in preparing the grounds for the Fourth of July celebration. After dinner they decided to go to Hale's Corners to the base ball game, making the trip in Mr. Linneman's auto.

The sad accident is unexplainable. It occurred at the crossing just north of St. Martins where there is an unobstructed view of the track each way. The men evidently failed to notice the approaching car, or else misjudged its speed, thinking they could get over the crossing in front of it.

The car hit the automobile squarely and hurled it some sixty feet, completely demolishing it. The interurban stopped and willing passengers assisted in the mercy work. They found Mr. Linneman had been instantly killed.

The Kempken brothers were alive, but unconscious, and they were placed aboard the car and it rushed to St. Mary's hospital, Milwaukee. Here an operation was performed on Henry Kempken, but it was of no avail, although he regained consciousness long enough to tell his name and call for a priest. The men died within a few minutes of each other some four hours after the accident occurred.

The remains were brought to the McCarthy undertaking rooms in this city Monday and to their respective homes in Waterford, Tuesday. A triple funeral was held Wednesday morning at St. Thomas' church and the universal respect which the community held for the departed men was evident by the large number of people who attend the services. The Burlington Knights of Columbus, of which Henry Kempken and Mr. Linneman were members, attended services in a body.

John and Henry Kempken were sons of Mr. and Mrs. Herman Kempken, and were born on the farm just north of Waterford. John was of a quiet home-loving disposition and had always worked on the farm until this summer when he was employed by the Tindall paving crew. He was about 50 years of age.

Henry Kempken was born February 9, 1879. He early turned to mercantile pursuits, working at Dousman, Milwaukee and Waterford and about eleven years ago purchased an interest in the Ed Malone store at Waterford. After the death of Mr. Malone he became sole owner and by progressive, upright dealing had maintained a splendid business. On June 26, 1906, he was united in marriage with Miss Minnie Huening, who died four years ago. The brothers are survived by their parents, one brother, William, of Waterford, and one sister, Mrs. Charles Beller, of Burlington.

Theodore H. Linneman, was a son of Mr. and Mrs. Theo. Linneman and was born near Waterford, June 23, 1892. He spent his youth there, served in the world war, and has for some time been employed as clerk in the Kempken store. He is survived by his parents, four brothers, Frank, Wheatland; Will, Burlington; Bernard and Joseph, Waterford; and three sisters, Mr. Jos. Brehm, Burlington; Mrs. Herman Drewbow, Newhampton, Iowa; Mrs. Roy Maurner, West Allis.

JULY 6, 1922 (SP)

Three well known residents of the village of Waterford were the victims of a terrible tragedy which took place last Sunday afternoon about 3 o'clock when the automobile in which they were driving to Hales Corners to see a baseball game was struck by an electric car on the East Troy line at the North Cape crossing, a short distance west of St. Martins.

The dead are as follows: Henry Kempken, aged 43, general merchant. John Kempken, aged 49, road worker. Theodore Linneman, aged 30, clerk.

The two Kempkens were brothers and Mrs. Chas. Beller of the town of Burlington is a sister of the deceased.

The auto that the men were riding in was driven by "Ted" Linneman, a veteran of the World war and who was employed by Henry Kempken as a clerk in his store. There is an obstructed view of the crossing where the accident happened and it is thought that the driver did not notice the electric car until he was upon the tracks.

Linneman met with instant death and the Kempken brothers were so badly hurt that they were taken to Milwaukee in a special train on the electric road, where they both died at St. Mary's hospital the same evening at 7 o'clock.

The three victims of the terrible tragedy were born and reared at Waterford and their deaths caused widespread mourning in and around the village, where all were so well known.

Henry and John Kempken were sons of Mr. and Mrs. Herman Kempken, pioneer residents of the town of Waterford, and the death of their two sons is a severe blow to the aged parents and the sympathy of all goes out to them at this time. John, the oldest son, was in the

employ of the Tindall Construction Company as a cement road work, while Henry the younger brother, was one of the best known merchants of Waterford and started in his business career there as a clerk in the employ of the late Ed Malone and was a partner of Mr. Malone's for a number of years. Following Mr. Malone's death he bought his interest and has since conducted the business and taken a lively interest in the welfare of the village.

Theodore H. Linneman, son of Mr. and Mrs. Theodore Linneman, Sr., was a soldier in the World war and served from Aug. 2, 1918, to Oct. 8, 1919. Most of the time he was in France was spent one hospital after another as he contracted the flu upon his arrival there and this necessitated his undergoing many serious operations. That he should survive these harrowing experiences only to meet his death in an auto accident is a great blow to his parents. The deceased was one of the charter members of Alfred Essman Post No. 20, American Legion, at Waterford.

The catastrophe had a depressing effect upon the holiday spirits of the people of the village, who were preparing for a big Fourth of July celebration. All of the victims of the accident were taking an active part in the plans and it was to make final arrangements for the East Troy-Hales Corners game that they were on their way to the latter place when they met their death.

The remains of the three men were brought to this city on Monday afternoon in a special car over the interurban line and taken to McCarthy's undertaking rooms. Tuesday they were taken to Waterford, where the funeral was held on Wednesday morning from St. Thomas Catholic church and was the largest ever held in that village, over 2,000 being in attendance. The pastor, Rev. John P. Pierron, officiated and was assisted by Rev. P. Dreis of this city, Rev. E.B. Schiefen of Dover and Rev. A. C. Biwer of Lyons. Interment was had of the three bodies at the same time, the two Kempken brothers being buried side by side in the same grave.

Henry Kempken belonged to the Knights of Columbus and Catholic Foresters of this city. About two hundred members of both orders from this city were in attendance at the funeral.

AUGUST 7, 1924 (FP)

John Jupper of Racine, aged 43, deputy state game warden for Racine and Kenosha counties, was instantly killed and John Beck, his companion, also of Racine, was seriously injured last Friday at Wind Lake by the interurban car leaving here at 1:25 p.m., which struck their car at a crossing near there.

Leading from the Edgewater hotel to Highway No. 36, is a private road crossing the railway tracks. There is a steep incline to the east of the crossing and the view of the railway tracks to the south is hidden from view by the hotel building and trees.

The automobile, driven by Kupper, had reached the railroad crossing when it was struck by the interurban car. There was no warning of the approach of the car until it was just south of the grove and about 120 feet from the crossing, according to Jonas Galt and William Ranfield, witnesses. The drawbar of the interurban car caught in the center of the automobile and dragged it along the right-of-way tearing up guards and ties along the track.

Kupper, who was seated on the left side of his heavy sedan was hurled to the right of the car and suffered a broken neck. His right cheek was caught on a hook on the inside of the car, inflicting a gash five inches long. The body was held in an upright position by the hook.

Beck was seated in a rear seat and the collision hurled him against the front seat and then to the floor of the car. He sustained internal injuries and concussion of the brain.

Witnesses, guests of the Edgewater hotel and the train crew rushed to the assistance of the men. Difficulty was experienced in removing them from the wrecked car. Kupper was dead when his body was carried out and Beck was unconscious. Dr. Frank F. Newell of Burlington arrived at the scene of the accident a few minutes after it happened and rushed Beck to the Newall hospital in this city.

Kupper, appointed as a deputy game warden last June, was called to Wind Lake to investigate a charge of illegal fishing. When he arrived there he was informed that the suspected parties were not to be at the lake for an hour and he decided to drive to Waterford.

Persons nearby at the time of the accident declare that the whistle of the train was not sounded until within 100 feet of the crossing.

Both men had lived in Racine all of their lives. Beck was a butcher by trade.

At a coroner's inquest held on Tuesday at Wind Lake the jury brought in an open verdict. Neither the railway company nor Kupper were declared guilty of negligence.

OCTOBER 15, 1926 (SD)

Lack of proper caution at a railroad crossing cost two lives just before noon Tuesday when the interurban car due here at noon crashed into a delivery truck driven by Frank Tenfel, of Waterford, at the Muskego dam station, crushing out the lives of Mr. Tenfel and his five year old son, Francis.

Mr. Tenfel, who is proprietor of a bakery at Waterford, was making his morning round delivering bakery goods to various stores. What was on his mind is hard to say. There is a clear vision of the track from the road and Motorman Ed. Walter sounded his whistle for the station and the crossing and blew extra blasts when he noticed the approaching auto. This is vouched for by G.C. Rasch, a passenger on the car, who also noticed the approaching auto.

Evidently Mr. Tenfel failed to note the approaching car or he expected it to stop at the station. The auto and street car came together with a crash and parts of the auto were thrown through the windows in the car. Mr. Tenfel was crushed in the wreckage. Death was instantaneous in both instances. The auto which has been used only a month was completely demolished.

Motorman Walter and several passengers were cut by flying glass. The car was stopped immediately and passengers rushed to aid, but to no avail. As the accident happened in Waukesha county officials of that county were notified and will conduct the inquest.

Mr. Tenfel was a native of Germany and learned the bakers trade in that country. He came to America some fifteen years ago and to Waterford to accept a position as baker some thirteen years ago. He later purchased the business of his employer and by hard, earnest effort had developed it into one of the best known in southern Wisconsin and success was crowning his efforts. He is survived by his wife (nee Helen Kempken) and three small children, to whom the sympathy of the community is extended.

Funeral services will be held Friday morning at Waterford. Mr. Tenfel was a member of the Burlington Knights of Columbus and the local order will attend the funeral in a body.

Waterford has had more than its share of tragedies. It was just recovering from the terrible accident which snuffed out the life of little Billie Hallach a few weeks ago when this new blow struck.

In the fall of 1920 Henry and John Kempken, uncles of Mr. Tenfel's wife, and Theodore Linneman, a world war veteran, were killed when their car was hit near this same crossing by an interurban car. A short while before that Mrs. Francis Malone and her four-year-old son, Billie, were killed when the automobile in which they were returning with Dr. Malone from a visit in Milwaukee was struck by a railroad engine.

JULY 24, 1936 (SD)

Fourteen passengers on the evening interurban car received broken bones, cuts and bruises Saturday evening when the car had a head on collision with a line car about four miles north of Burlington. Luckily no one was seriously injured. Four had broken bones and the others suffered cuts and bruises, many of them painful but not serious.

All were rushed to the Burlington Memorial hospital in ambulances and passenger cars where all were treated. Nine were able to be taken home following treatment, while the other five were kept at the hospital for further observation.

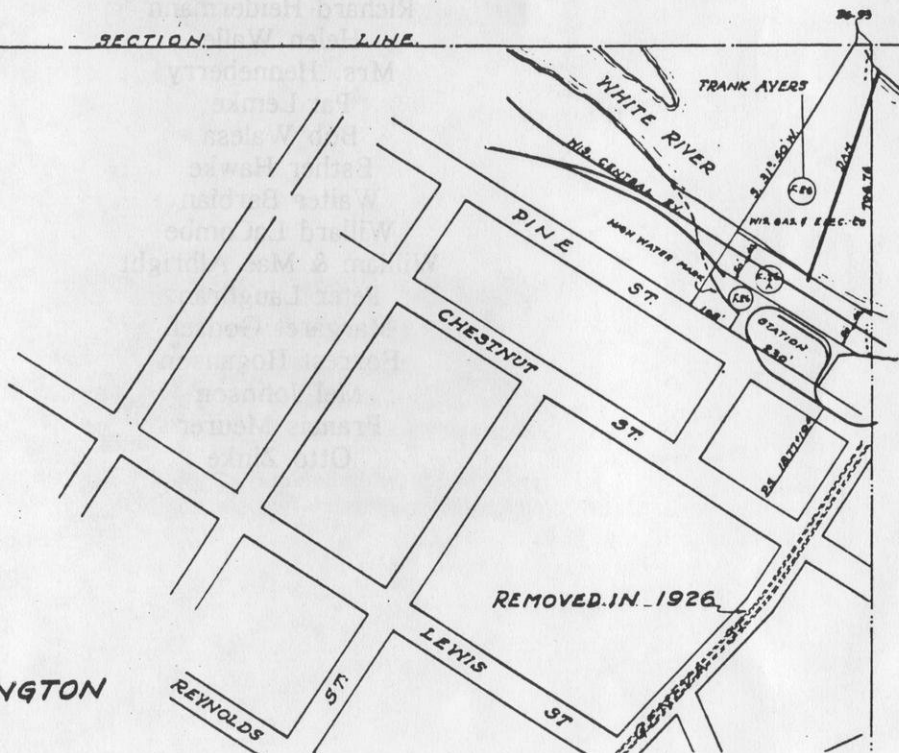
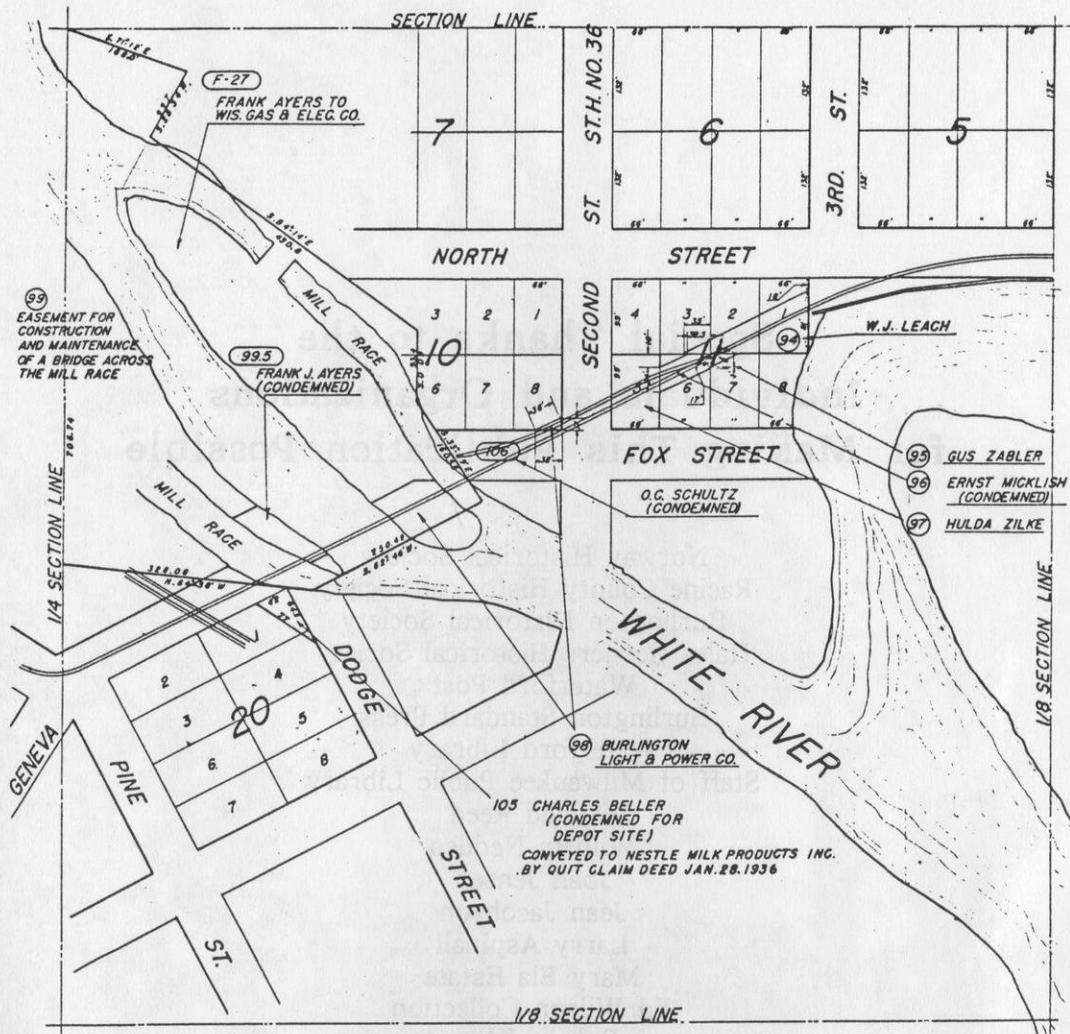
John Gilg of Hales Corners was motorman on the repair car and the stopping of his watch is given as the cause of the accident. The repair car had been working on the line north of Burlington. The crew knows the scheduled time of regular cars and is supposed to get onto a sidetrack to give them right of way. It so happened that Mr. Gilg's watch stopped just a few minutes before, and he thought he had plenty of time to get to Rochester to go onto the siding before the car due in Burlington at 5:35 came along.

Both cars were making good time and it was impossible for them to stop after they saw each other. Both applied brakes, but the cars came together with a crash that could be heard for miles. Both cars remained upright on the rails, only the front trucks of each car leaving the tracks. Naturally the front ends of both cars were badly damaged and it was the sudden applying of the brakes, the crash and the flying glass that caused the injury to the motormen and passengers.

Mr. Gilg suffered a fractured leg, while John Hiberling of Milwaukee, motorman on the passenger car, suffered a broken toe and bad cuts and bruises. Pat Rogers, conductor on the passenger car, escaped with minor bruises.

The crash was heard by nearby farmers who with uninjured passengers rushed a call for the Burlington ambulance. Willing hands took the injured persons from the car and loaded them into the ambulance and cars and brought them to Memorial hospital where doctors and nurses were ready to render aid. Dr. Miller, company physician from Milwaukee was called and he made a hurried trip to Burlington to supervise the treatments.

Those in the cars and the extent of their injuries are: John Gilg, Hales Corners, interurban motorman, fracture of the left leg. John Hiberling, Milwaukee, motorman, broken toe and cuts and bruises. Miss Gertrude Gorman, Milwaukee, fractured leg. Walter Brehmer, Milwaukee, head injury. Miss Victoria Lewicks, Milwaukee, broken nose. Miss Lorraine Dewitt, Milwaukee, cuts and bruises. Miss Katherine Andrews, Milwaukee, cuts and bruises. George E. Harper, Milwaukee, cuts and bruises. Edward Lutz, Hales Corners, cuts and bruises. Frederick Jensen, Rockford, Ill., cuts and bruises. Mrs. Frederick Jensen, Rockford, Ill., cuts and bruises. Helen Laskowski, Rockford, Ill., cuts and bruises. Lucille Brickner, Lyons, cuts and bruises. Martha Bandquist, Rockford, Ill., cuts and bruises.



CITY OF BURLINGTON

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