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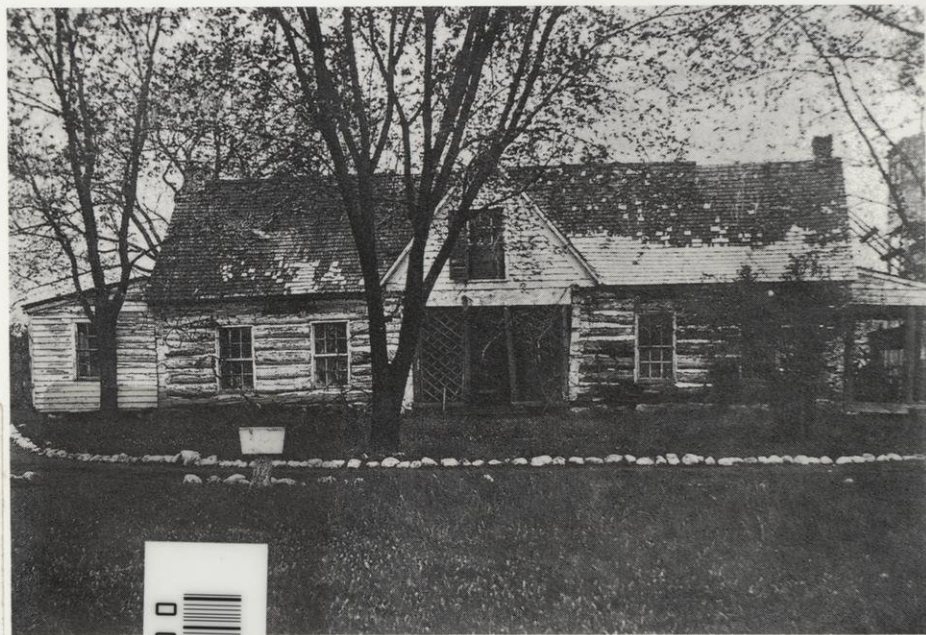
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Memories of Doty Island

A Link Between Two Cities



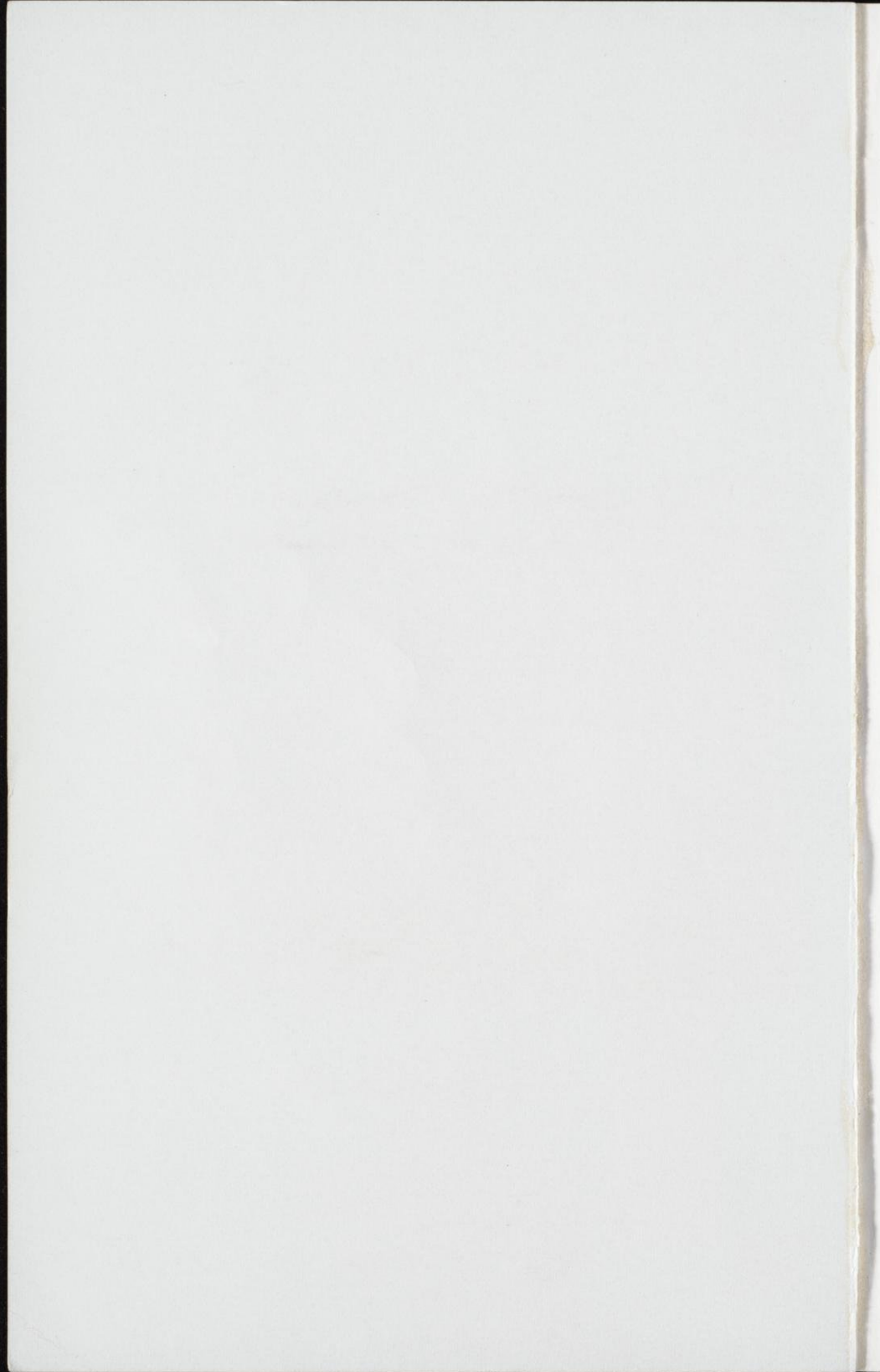
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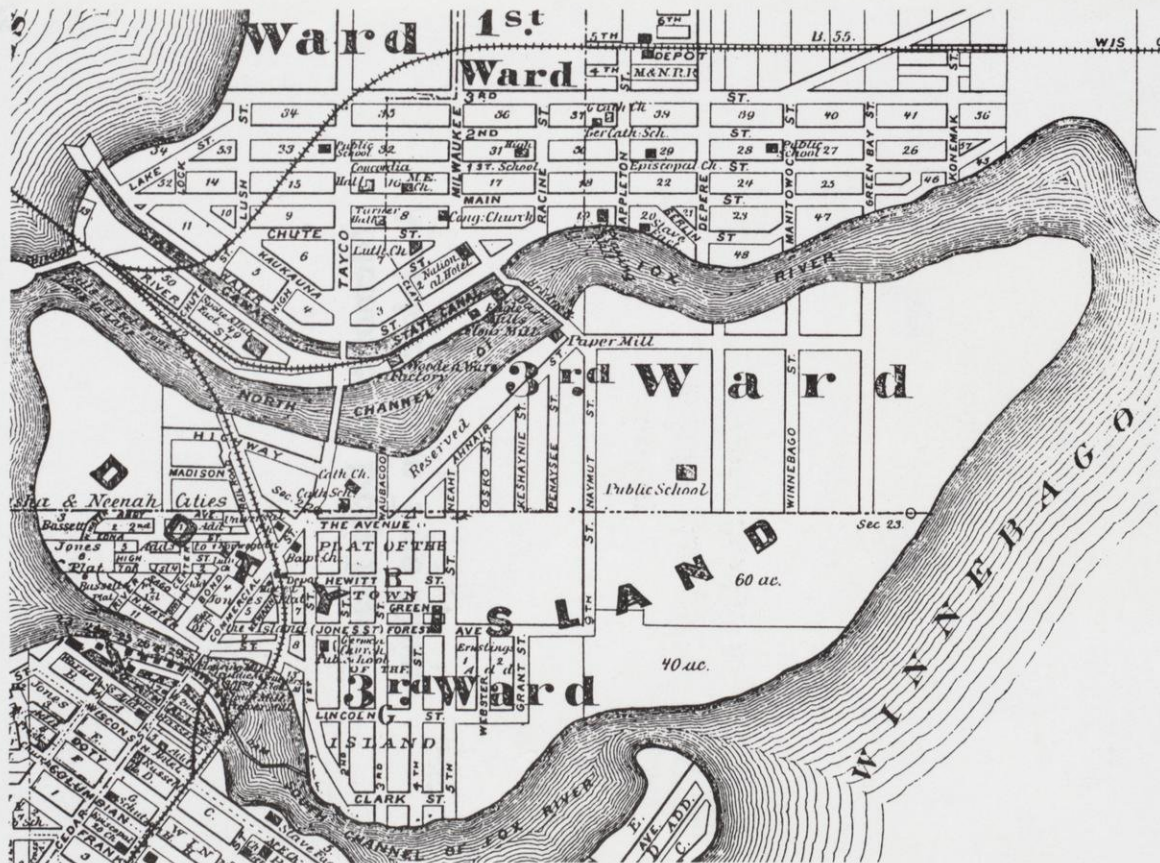


**Memories of Doty Island
A Link Between Two Cities**



COMPLIMENTS
OF THE
MENASHA
AND
NEENAH
HISTORICAL
SOCIETIES





1877 Map of Doty Island

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Memories of Doty Island A Link Between Two Cities

Edited by

Caryl Chandler Herziger

Winifred Anderson Pawlowski

Printed in U.S.A.
1999

SPECIAL RECOGNITION SHOULD BE GIVEN
TO MOWRY SMITH, WHO INITIATED AND
SUPPORTED THE WRITING OF THIS BOOK.

Cover photo: Doty Cabin, circa 1850

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In preparation for the writing of this book, many of the obvious sources were used:

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by C. A. Peerenboom

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Bernstein and William Hoest

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LUCK by Mowry Smith, Jr., and Giles Clark

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To the Readers . . .

For some time the proud inhabitants and business people of Doty Island have felt that local writers have been remiss in not recording the Island story. According to the plan of James Duane Doty, the island was to become an independent city. The "powers-that-be" had different ideas and divided it between the twin cities of Neenah and Menasha. Although it is divided politically, it has strong connections to the other parts of the cities not only by bridges but by the hearts of the people.

This book is not meant to be a chronological history of Doty Island, nor merely a collection of historical data. In fact, it will never be considered an academic writing. A TALE OF TWIN CITIES, an excellent early history of Menasha and Neenah, took care of that and should be used as a reference for any details thereof.

Also, no stories or events which took place after World War II are included. The main consideration was to tell things which either have been forgotten or were merely heard of by word of mouth.

Those who did research, held interviews, and wrote the following pages hope that these little stories, whether they be fact or hearsay, will bring back fond memories to the old-timers. Even the newcomers will no doubt raise eyebrows and smile at some of the things that "used to be."

Caryl Chandler Herziger
William Herziger
Winifred Anderson Pawlowski
Mowry Smith
Nathan Wauda



James Duane Doty



Progression of Doty Island

Busy residents, truck drivers, or visitors traveling on Highway 114 from the Y.M.C.A. in Neenah to the U.S. Paper Company, are seldom aware that they are crossing an island surrounded by two branches of the Fox River, Lake Winnebago, and Little Lake Butte des Morts. In that short space of about one-half mile, travelers have spanned parts of two cities and countless eras of history. Having been formed in glacial times, occupied by Indians and settlers, named for James D. Doty, the Island was divided down the center by the feuding communities of Menasha and Neenah.

In 1871 Doty Island was 1700 acres, two miles long, and sometimes less than a mile at its greatest width. Extending from beyond the present day sewage plant on one end to Lake Road on the other, is an area that could be a community unto itself. It was, in fact, designed by Doty and others as the Island City. Their dream never became a reality, but the Island continues today to be almost self-sufficient.

The Island Emerges

The land of the Twin Cities has been shaped for millions of years by natural forces building it up and eroding it away. It took thousands of years for the progression of Doty Island.

The first known geologic event which affected this area took place a billion years ago. This was a time of tremendous thrusting and folding of the earth's surface. For the next 400 million years torrential rainfall eroded the mountains until all of Wisconsin was a flat area. No vegetation nor animals broke the monotony of the peneplain.

Later warm seas advanced to submerge the land. Slowly

2 **Memories of Doty Island**

marine plants and animals developed. The surface was alternately above and below water level as the seas advanced and receded. The sedimentary rocks which underlie our area were formed from deposits of sand, silt, and marine creatures.

No further significant geologic happening affected Wisconsin until the ice age began. This period of glaciation produced important changes. The Green Bay lobe of a glacier shaped the land we live on by scooping out Green Bay and Lake Winnebago and exposing High Cliff. The land mass rose in a rebound effect as the tremendous weight of the glacier was lifted. The huge Lake Winnebago watershed, which included the Fox River and Little Lake Butte des Morts, drained into Green Bay (a part of Lake Michigan). Two branches of the Fox River were formed, one flowing on each side of an island, originally one and one-half miles long and three-quarters of a mile wide.

For hundreds of years, successive generations of Indians and white men have used this land as best suited their mode of living: harvesting its animals and the products of the soil, taking advantage of its position as a gateway to a major waterway, and enjoying its beauty. The surface was ever changing, both through uses made of it and through natural changes. Though at times it sank beneath a sea, it again emerged. Channels were cut through it and silt deposited on it. It changed from barren to fertile, swampy to dry, and wooded to cleared. Life accommodated to each change. This is our Doty Island.

The Island Becomes Inhabited

The most primitive of the Paleo-Indian tribes found their way into Wisconsin 13,000 to 14,000 years ago during periods of reduced glaciation. They were a nomadic people, traveling in small family groups, totally dependent upon the success of the hunt for their survival.

The Woodland people who lived in this area 1,400 to 2000 years ago had a much more advanced and distinct culture which involved the building of effigy mounds. At the turn of the cen-

tury, sixteen Indian mounds could be identified between Smith and Doty Parks. All but three of these mounds were leveled by Island farmers and home builders. The three remaining ones are in the southeast end of Smith Park. The mounds were used for burial and also served a ceremonial or religious purpose.

Next came the Upper Mississippi people who were the first farmers of Wisconsin. They remained in one place while caring for their crops and developed semi-permanent villages of bark and saplings or rushes. These natives were the ancestors of the Winnebago which became the dominant tribe in the Fox River area. At this time these same people lived in permanent villages or dome-shaped wigwams. Also present at that time were the Fox and Menominee.

Jean Nicolet was sent by Samuel de Champlain, the governor of French-held Canada, to meet with the Winnebago in order to make peace and encourage the French fur trade. Nicolet was selected because he was familiar with the dialects of the Algonquins and the Hurons, some of whom accompanied him. It is said that he landed on Doty Island in 1634 and that he held counsel with the natives. There is a monument in Smith Park, at the corner of Keyes and Cleveland streets, which honors this event. There has been some controversy about it.

Doty Island was the home of a major Winnebago village during the second century of the French occupation. This village was ruled by a beautiful "Princess" called Glory of the Morning by the French. It is believed by some that she was the sister of the head chief of the Winnebago, Four Legs, who was the last chief to occupy the Winnebago's ancient home on Doty Island.

Glory of the Morning married a French army officer in 1728. He left the army to become an Indian trader and eventually returned to Canada. Of their three children, only their daughter accompanied him. The two sons remained faithful to their Indian heritage and stayed with their mother in their village and later became chiefs in their own villages.

The "Princess" reigned over her people for many years. In 1766 Jonathan Carver, a noted author and explorer, visited

her village which "contained fifty houses." At this time she was an old woman, but she entertained him regally with great hospitality. One writer, in describing her, said, "She was pointed out to me several years after 1834, and I was told she must be 143 years old." She lived several years after and was finally burned to death by the burning of her wigwam. She was living with her grandson, Old Gray Bearded Decorah, near Portage at the time of her death.

She had become the mother and grandmother of the Decorah chiefs who met the pioneers of this state.

The Island Develops

In 1820 the area which now is our State of Wisconsin was a part of the Territory of Michigan and was sought by England and France. Lewis Cass, territorial governor of Michigan, organized an expedition to explore the lands between Lake Superior, Lake Michigan, and the Mississippi River. He selected a prodigious man of 21 who was serving on Michigan's Supreme Court to be the secretary and leader. That young man was James Duane Doty, born in 1799 near the Hudson River in New York.

Four large canoes and fourteen men, some of them Chipewewa Indians, comprised the crew. The voyage started from Detroit and covered the south shore of Lake Superior, the Mississippi River, and the Fox River. The expedition began in May and ended in September in Green Bay. This venture secured what is now Wisconsin and was then called Northwest Territory of Michigan.

In July, James Doty and his followers had discovered a 400 acre island between two branches of the Fox River. He was held in awe by the island he encountered as he swung his canoe out of Lake Winnebago and into the Fox. It was beautiful, teeming with wild life and vegetation. His diary includes his profound desire to own that big island and one day make his home on it. He eventually acquired most of it at the time that this entire

land became officially the Territory of Wisconsin. But he never dreamed that it might, and for generations to follow, be named after him. It was known as Hunt Island then, but the Indians who lived on its shores conferred the name Doty Island in appreciation of his close relationship with them.

Colonel Samuel Stambaugh, early Indian agent wrote: "The island is about a mile in length which for depth and richness of soil is equal to any in the territory of Michigan. It is covered with a heavy growth of hickory, oak, butternut, and basswood, with the exception of about 40 acres at the upper (eastern) end of the island which is a fine clear field, ready for the plough."

The thick marsh which encircled much of the Island and the rich soil deposited there produced an abundance of natural foods including grassland, wild plums, crab apples, an assortment of berries, and acres of wild rice. Geese, ducks, and other fowl were attracted by the abundance. Wild game, including rabbits, buffalo, deer, bear, and elk, as well as many species of fish, were inhabitants of the Island area. Indeed, the first Doty Island dwellers lived in a virtual "Garden of Eden."

In 1844, after finishing his term as the second Governor of Wisconsin Territory, Doty accomplished a life-long desire to construct a log home on the shores of the Fox River's south branch. He had purchased 400 (or 700) acres of island property (depending on which record one accepts) for the purpose of development. Sarah, James' wife, named the newly built house "The Grand Loggery." James and Sarah Collins Doty had two fine children, a son, Charles, and a daughter, Mary. Their home on the Island reflected much joy and hospitality and became the center for travelers and people of importance. It was far from being primitive, having nine rooms and several out-buildings. The walls were plastered, a sign of elegance in its time. Gardens and an orchard surrounded the home. The building was later relocated to the entrance of Doty Park, Neenah, where it can be seen today, complete with many original furnishings.



Trails and Roads

Before the white man came to Doty Island there were only five trails broken through the wilderness by the natives. Three ran east and west and two were north and south.

The most important trail which ran across Doty Island was the one which was east and west between Lake Winnebago and Little Lake Butte des Morts at the approximate center of the Island. This later became Nicolet Boulevard, the divider between Neenah and Menasha.

There were two other east and west trails, both of which followed the shores of the branches of the Fox River. One was along the north bank of the southern branch and became North Water and Clark streets in Neenah. The other which was along the south bank of the north branch became Keyes Street in Menasha.

One of the north and south trails became Tayco and Commercial streets, and the second was Naymut and Ninth streets. The latter ran from the rapids in the Menasha branch of the river to the mouth of the Neenah branch at Lake Winnebago. Later, Governor Doty built his cabin at the latter location, and the street in Menasha was named "Naymut," meaning "welcome."

In early years James Doty, Charles Doty, and L. B. MacKinnon, owners of the land on the heavily wooded Island, envisioned it as the hub of the two communities growing up on both banks of the Fox River which formed the Island. The main street of the proposed community was to be Center Street, aptly named for the planned location. As time progressed and the dreams began to fade, the path across the Island, which had been established by the early natives in the area, was expanded



West end of Nicolet Boulevard

to a thirty-foot wide road and was named "MacKinnon Avenue" after the early English owner.

Running from Commercial Street to Ninth Street was a gravel road. With drainage ditches and wooden sidewalks, it became known as "The Avenue." That name can still be seen in the cement on the corner of Park and Nicolet. Two tracks were cut through the brush from Ninth Street in Neenah (Naymut in Menasha) to Lake Winnebago. Farmers began to move in along the street in the late 1800's.

The combination of dirt road and rutted paths continued until 1916 when the two cities saw a need for a better road. They decided to create a boulevard. No doubt the plan would mean an equal responsibility for Menasha and Neenah. Could they work together? The plan was laid out for a road 100 feet wide with a grassy area between lanes. It was to extend from Lake Winnebago to Little Lake Butte des Morts, a distance of one and one-half miles. Construction began, but the road extended only to Commercial Street on the west side.

In 1917, while construction was still being carried out and after its dedication, an early Island resident tells the story of how, when she was to be born, her father had to drive along the terraces in order to take her mother to the hospital because the road was unfinished.

This new street was renamed with its third name—"Nicolet Boulevard." The two communities could agree to that, but squabbling began over what kind of street lights should be installed. The original lights were spaced down the middle of the grassy boulevard strip. Shortly thereafter, Neenah decided to provide corner street lights and Menasha wanted lamp posts. That is the way it was for many years.

Street names for the streets leading up to the boulevard were numbered on the Neenah side, but the streets had Indian names on the Menasha side. Formerly Oak Street was Penaysee Street, Nassau Street was Keshaynie Street, Pine Street was Osko Street, Walnut Street was Neaht Street, Ahnaip Street was Ahnair Street, and Chestnut was Waubacon. Chestnut is no longer in existence. It is not certain when the names were

changed, but it was not done all at once. However, we know that in 1886, Sawdust Street became Garfield Avenue.

Street sweepers, too, got into the fray. In the early days men were hired to sweep the streets to keep them clean. Each side accused the other of sweeping its litter onto the other's side. It probably did not help matters when the elephants from the circus area on Ninth Street in Neenah were led down to the lake to be watered.

According to the 1905 City Directory the first people who lived along this central road were Chris Walter, Charles Friedland, Charles Strong, and George Webster on the Menasha side. William Stridde and Louis Jourdain were among those on the Neenah side.



Growing Up on Doty Island

From early on—certainly by the turn of the century—a family which lived on Doty Island could live a very fulfilling and interesting life with only rarely crossing a bridge. The Island, of which all residents were proud, offered nearly every necessity. Life was particularly exciting for a child. It was a paradise for children of all ages.

Growing Up on the Island

Play activities varied with the seasons. As soon as cold weather arrived, activities turned to sledding and ice skating. An empty lot on Forest Avenue just east of Mr. Whiting's putting green was a privately owned wooden toboggan slide packed with ice to make a fast run and a hump was added at the bottom. Mr. Whiting was generous about letting children use his slide.

Hockey was played extensively on the river if the ice were strong enough, on the ice below the dam, and at Doty Park. An area on the lower Neenah dam was cleared for hockey games, and the new Christmas hockey sticks were tried out. In spite of warnings by their parents, boys often took a chance and crossed the frozen water to work muskrat lines. Even though this was a dangerous activity, only rarely was there a cold, wet dunking.

As Spring came upon the Island, beds of wild flowers began to bloom. Because of virgin soil and the abundance of wooded areas, wild flowers were plentiful for filling hand-made May baskets, which were then hung on neighbors' doors on May Day. A favorite place to pick May flowers, shooting stars, and violets was on the abandoned race course.

As the snow disappeared and the days got longer, children's wagons and assorted bicycles began to appear. Bicycles for two

with large front wheels were a common sight. As wood and dirt sidewalks became replaced with concrete, roller skating became more popular. On the first balmy evening, groups of teenagers would clomp on their roller skates and explore parts of the Island they had not known before the advent of cement walks. Spring was also the best time to kick a can from home to school—and return.

Spring moved into Summer, and school was out. Jack knives came out of boys' pockets to play "Mumbledy Peg." Chalked squares were marked on side walks for "Hop Scotch." After street lights were installed, corners were ideal places for groups to play "Ducky on the Rock," "Run, My Good Sheep, Run," "Draw a Circle on the Iceman's Back," and "Red Light, Green Light." Because these were hiding games, darkness away from the corners increased the places to hide. The spacing of the hickory trees in Smith Park was just right for "Pussy Wants a Corner."

The park officials in Neenah had no objection to the building of a dock on the bank of the lagoon near the north bridge of Doty Park. They even permitted the construction of a diving board near the north bridge. This was the favored location because a horse buggy had been confiscated one Hallowe'en night from an antique dealer's barn and dumped into the water near the south bridge. The diving platform consisted of four 55 gallon drums covered with planks and having a canvas deck. The river was quite shallow, stretching across the river from the eastern point of the Doty Park Island. With caution one could wade all the way across the river, except for the boat channel, to the far side. Wading wasn't too pleasant because of the rocky bottom, but it gave one a sense of pride to accomplish the feat.

Access to the water's edge opened a business opportunity for some boys who played there regularly. The water abounded with crabs, and the boys were adept in lifting a stone and grabbing the crab on the body behind the pinchers. One of the boy's uncle offered to pay them \$1.00 a dozen for them, so it was worth their long walk into Menasha to deliver them.

The park contained a large ball diamond, and softball teams

played there in the summer several times a week. The entire neighborhood, both adults and kids, lined the sides of the diamond to cheer for their favorite team. Herman Blank was usually the umpire and there was no doubting if the pitch were a strike or a ball. Kids on bikes roamed the park in packs, and tennis was played on three courts until it was too dark to see the ball.

Many of the summer activities related to Indian lore because evidence of its existence was everywhere. A large well-worn trail criss-crossed the woods, bordered by an abundance of trees and thick bushes. These paths were used to reach the river. It was a common occurrence to perch at the water's edge and sift the sand through one's fingers. If the searcher were lucky, he would find multi-colored Indian beads. This phenomenon caused the area to be called "Indian Beads" and was a favorite gathering ground for mock Indian wars and raids. Because of the relative abundance of beads, it is believed that the area must have been near an Indian village or trading post in the past. There were other evidences of Indian culture. A large rock lay on the river's edge between the gazebo on the Strange property and Doty Park. The rock was probably three or four feet in diameter and had a well-worn cavity several inches deep. It must have been used for grinding corn or grain.

Boys seemed to have places that were their own and where they could have privacy, probably to experiment with smoking cigarettes made of corn silk wrapped in newspaper. Such places were built from wood piles of used lumber or old sheets of roof tin. Out-of-use chicken coops were cleaned up or abandoned shacks used by depression hobos were sometimes taken over.

Girls spent a good part of their time during the summer sewing a wardrobe for their dolls or designing dresses of the latest fashion for their paper dolls. Rainy days were spent reading books that have become classics. Board games like "Piggly Wiggly" were very popular. Jacks and jump rope were standard activities for girls.

Camping and picnicking at the out-of-use race track were ideal for hot days. Almost every summer day someone was

swimming in Lake Winnebago at the east end of Nicolet Boulevard. In 1920 a city bathhouse was built there at a cost of \$1028, and there was a pier which jutted out from shore to a sand bar.

The Fall season was a time for football. There was no limitation on the number of players as long as it was equal. There was an effort made to keep the talent equal, too, but this could lead to loud and long arguments. There were few rules and no officiating. However, it was often more fun to argue about the plays than to play the game.

Doty Island held many trees, and in Fall the leaves had to be raked. There was no city ordinance against burning leaves and no street gutters, so the leaves were raked in long windrows on the street in front of the houses. Any old-timer can remember with pleasure the smell of burning leaves as the long rows were set on fire and the smell would permeate the air and everyone's clothing.

Those who grew up on Doty Island remember that it was a wonderful environment in which to live. The activities were shared. Anyone who came along could join whatever game was being played. Imaginations were stretched and games were devised on the spot. All ages of children participated so that much was learned by the young from the older.



Early Settlers

The soil upon which the two cities of Menasha and Neenah now stand was first offered for sale by the United States on August 31, 1835, and was bid off at prices ranging from \$5.00 to \$10.00 per acre. Enterprising men who dreamed of wealth and adventure found that the natural resources were abundant and conducive to industry and agricultural pursuits. They began to formulate the Island's progress by purchasing every bit of land which they could afford. James Doty became the owner of a large portion of it.

"Judge" Bryan

John Alexander Bryan was born April 13, 1794, in New Marlboro, a small village in southwest Massachusetts. Although little is known of his early life, he apparently had a good education. On November 4, 1818, he was admitted to practice law before the county common pleas court after moving to Olean, New York. In 1820 he moved to Ellicottville and built a house and a law office. He became the town's first resident lawyer. His marriage that same year to Eliza Ann Dixon was the first in the village and was the reason for a huge celebration.

Bryan was considered a brilliant attorney and soon became interested in politics. He became associated with many New York Democrats which led to his serving as District Attorney for many years. He was elected to the New York legislature in 1827.

About 1829 Bryan decided to move to Columbus, Ohio, where he started a Democratic newspaper. His position as editor helped him to become the head of the Ohio Democratic Central Committee. For the next twelve years Bryan received several political appointments. He also began dabbling in land speculation.

Bryan was appointed second assistant postmaster general in Washington, D.C., for one year. On August 15, 1844, President John Tyler appointed him Charge d' Affaires to the Republic of Peru for one year.

In 1850 Mr. and Mrs. Bryan and two of their six children moved to Wisconsin where John became editor of the "Milwaukee Commercial" newspaper. Three years later he was appointed Register of the United States Land Office in Menasha by President Franklin Pierce. This was 21 years before Menasha was incorporated as a city. At that time the area was merely a few homes and stores carved out of a wilderness. As Register of Deeds Bryan was in charge of overseeing the sale of public land bought from the Indians. The land office was located on what is now Broad Street.

He was not reappointed at the end of the one year term, and he lived in semi-retirement while returning to his law practice. However, he became more involved in community affairs and served on the Village Board and was president in 1859 and 1860. Bryan helped to establish the Masonic Lodge in Menasha, and the Bryan name is still carried by that lodge.

Although John Bryan was always referred to as "Judge" Bryan, there is no record of his ever holding a judgeship. He was prominent in the early land development of Menasha and was a fiery orator yet a "true gentleman" whose "common touch made friends with the powerful and common alike."

John Alexander Bryan died on May 24, 1864. On the day of his funeral his Masonic Brethren marched to his home at 326 Park Street and escorted his body to the Congregational Church and then to the Oak Hill Cemetery where he was buried.

Reverend Orson P. Clinton

Orson P. Clinton arrived in Wisconsin Territory in 1842 in response to a call by the American Home Mission Society (AHMS) to establish churches in the new settlement of the West. By the age of 37, Clinton was considered one of the most influential religious leaders in Wisconsin.

It was Clinton who made the contact between Harrison Reed and Harvey Jones when Reed was looking for financial backing to buy the defunct Indian project in Winnebago Rapids (Neenah). Clinton's home became a meeting place for a new congregation of twelve people including Governor and Mrs. James Duane Doty.

In 1846 James Doty offered Clinton the use of his home on Doty Island, rent free, and in 1849 Charles Doty, James' son, presented Clinton a gift of ten acres on the Island. Here Clinton built a log house of his own in 1854. His home was a haven for travelers or anyone in need. The family table was often broadened by hungry non-paying guests and the beds were often filled by patients who could not reach Oshkosh to find the nearest doctor. Clinton cultivated a large garden and orchard with seven different kinds of the best flavored fruit in the area. He built a fine house in the center of the orchard and garden to replace the earlier log cabin. Clinton himself was frequently gone from his home traveling miles to establish and serve mission congregations.

Early in the Civil War, O. P. Clinton joined the 21st Regiment of the Union forces and participated in numerous battles. At one point when he was with General Sherman on his famous march to the sea, Clinton was given a leave. Several fellow soldiers from Menasha and Neenah asked him to carry their pay home to their folks. He rolled all of the money in a blanket and arrived home without incident. He made personal calls on each family to distribute the cash he had brought to them. Unlike many chaplains, he endured to the end and was mustered out in June of 1865. He was well-liked and returned to a hero's welcome.

After his discharge at age 56, Clinton, who had frequently been in ill-health, resumed his work as a missionary for AHMS. During these years he preached at numerous villages in the Fox Valley. In 1876 when he was 68 years old he was involved in establishing a church at Clintonville, preaching twice a month, attending funerals, and giving temperance lectures. His travels averaged 300 miles a month. He retired at age 77 but continued

to serve as supply pastor and three years later he was still preaching twice each Sunday at the Congregational Church in Menasha, a church he had helped to establish years earlier.

O. P. Clinton died at the age of 82 in June of 1890. With his death, one of Wisconsin's oldest and most prominent missionaries and one of the Fox River Valley's most admired men was gone. Today his presence is still recalled through the many letters in his capacity as missionary and those to his family during the Civil War. He himself estimated he had traveled as many as 90,000 miles, mostly on horseback, and preached more than 4,000 sermons.

In the 1970's, a young man discovered and excavated the foundation of Rev. Clinton's log cabin in the back yard of his home at 342 Park Street in Menasha. Records verified its location. Found were the remains of a brick-lined well and the stone-lined basement of Clinton's Island home which was abandoned when he built his newer and larger house nearby. The digging has since been filled in by later owners.

Henry Hewitt, Sr.

Henry Hewitt, Sr., a Quaker, emigrated from a Yorkshire farm to New York City in March, 1842, when he was 28 years of age. He was a farmer and self-educated, but when he arrived in Chicago he became a building contractor working on the Illinois & Mississippi Canal. Apparently he was a rugged sort of man who could work with gangs of men. His next job was grading Grand Avenue in Milwaukee and he then began building parts of the Fox-Wisconsin Improvement in Kaukauna.

Hewitt settled on Doty Island in 1856, and his next project was the Menasha Canal and dam and the wooden bridge over the Fox River at Tayco Street. That same year he invested in the new First National Bank of Neenah and became president. He later founded the Bank of Menasha and became president there, too.

He began making investments in other places, including the

Eagle Flour Mill and the Menasha Woolen Mill. When Menasha Wooden Ware Company went bankrupt, Hewitt invested and soon became president. In 1876 Henry and Reuben Scott started the first paper mill in Menasha. He was known as a sharp, shrewd financier.

Henry, Sr.'s, son grew up in a business atmosphere and watched his father's success in many financial deals. However, Henry, Jr., did not have the talent and innate executive ability to accomplish anything similar to that of his father. Jr. later moved west with a relative and eventually founded the city of Everett, Washington.

The Hewitt family home was at 222 Washington Street in Menasha. Henry was greatly respected by residents of both Menasha and Neenah. In fact, the east and west street running between Nicolet Boulevard and Forest Avenue is named for him.

The Jourdain Family

Joseph Jourdain came from Green Bay to work for the U.S. Government in its experiment to "civilize" the Indians at Winnebago Rapids (Neenah). Jourdain was a blacksmith and much in demand in the new territory. He set up shop in Neenah and housed his family in one of the model block houses built by the government. After the experiment failed, Jourdain remained and became one of the earliest residents of the Town of Menasha.

Joseph's son, Thomas, continued his father's business as a smith. He became Menasha's marshall. He was a powerful man, weighing over 230 pounds. He was injured in the Whiting Paper Company fire in 1888 and died three days later.

Thomas's adopted son, Louis Landgraf, was given the Jourdain name, and it was he who had the Doty Island connection. His career began at the Menasha Woolen Mills. He lived on Nicolet Boulevard for a time and later moved to Forest Avenue. Thomas dealt in real estate and insurance. After 25 years he

was given the gold award by the Niagara Insurance Company.

Louis Jourdain was one of the early investors in the newly formed Lakeside Paper Mill and became its treasurer. The operation did not last long.

Jourdain was shot by a man who had been fighting with his wife at the E. D. Smith Library near the Mill Street bridge. Jourdain recovered, but the man and his wife died.

The Keyes Family

Abel Keyes was born in Putney, Vermont, September 11, 1773. In Northfield, Vermont, he became a progressive and enterprising citizen, being a builder, an owner of grist and saw mills, machine shops, hotels, and dwelling houses. He died in Lake Mills, Wisconsin, in 1843. But his wonderful characteristics were passed down to his son and grandson, who became very important to Doty Island.

Joseph, Abel's son, was also born in Putney, Vermont. His birth date was November 20, 1795. He came to Wisconsin on a prospecting tour in 1836 and built a dwelling in Milwaukee. In 1837 he founded the city of Lake Mills and established a sawmill. He later erected a grist mill there and in 1841 built the first school house, hiring and paying the teacher himself.

In 1850 Joseph moved to Menasha and erected one of the first sawmills. For a short time he lived in Madison, but he returned to Menasha in 1859 and was appointed registrar of the U.S. Land Office. He died in Menasha September 12, 1874.

Joseph's son, Abel, was involved in the sawmill enterprises with his father. Even though he nearly always resided in Menasha, he was engaged for many years in prospecting for iron in northern Michigan and became the owner of large tracts of pine lands in Wisconsin. He died here in 1900.

A painting of Captain Joseph Keyes formerly hung in the State Historical Society headquarters in Madison. Keyes Street on Doty Island was named for either or both of the Keyes gentlemen. Joseph's colonial frame residence no longer stands at the head of Keyes Street where he had an apple orchard and vineyard.

Captain Laughlin B. MacKinnon

Captain MacKinnon's name is spelled variously in history references as "McKinnon" or "MacKinnon" and his given name as "Falkeland," "Falkland," "Lauchlin," "Laughland," or "Laughlin."

As investment opportunities in the East declined, merchants looked elsewhere. The Indian territory in Wisconsin opened to settlers after the treaties of the 1830's. New England Yankees saw the Fox River Valley as an ideal spot for industrialization and for serving a rapidly growing population.

Among the investors was Captain L. B. MacKinnon of Scotland who had served in the Royal Navy. While visiting New York, he met Governor James Doty who persuaded him to visit Doty Island. This he did in 1852. He was enthusiastic about the area because of its future possibilities for industries. Hunting and fishing were also an attraction to him. Immediately, he purchased extensive amounts of land throughout the Island. This included the property at the end of Keyes Street. In addition to residing at this location, he also bred cattle and other animals there. MacKinnon's pride was his horse, "King Cymri" which was shipped from England in 1854 with highly bred beef cattle, a Durham bull, sheep, and chickens.

The land on which St. Patrick's Church was built was a gift from MacKinnon. He improved roads, constructed a crib bridge across the north channel of the Fox River, and cut a road through the dense forest on the Island. Nicolet Boulevard was originally named "MacKinnon Avenue" and extended from Lake Winnebago to Little Lake Butte des Morts.

So that his sons would have a secure future, he invested freely. A present day reminder of the success of MacKinnon as a stock farmer, land developer, and investor is his twenty-room home on the northwest corner of Milwaukee and First streets in Menasha. There are seven bedrooms. The exterior of the house has been preserved very much as originally built.

E. F. Mathewson

E. F. Mathewson came to Menasha at an early age and shortly after attaining his majority he began to engage in active business pursuits, especially in the manufacture of flour.

When the MacKinnon farm and house at the end of Keyes Street were put up for sale, it was E. F. Mathewson who purchased them. A more beautiful location for a home could not be found in Menasha. The view of the Fox River and Lake Winnebago and distant shores were all in sight.

After discontinuing his flour operation, he reestablished the business of dealing in livestock which MacKinnon had begun. Large shipments of cattle were delivered to Lake Superior and other parts of northern Wisconsin.

Mathewson served as commissioner on the school board in 1879 and was considered to be a man of integrity. He must have been highly esteemed because a street was named for him.

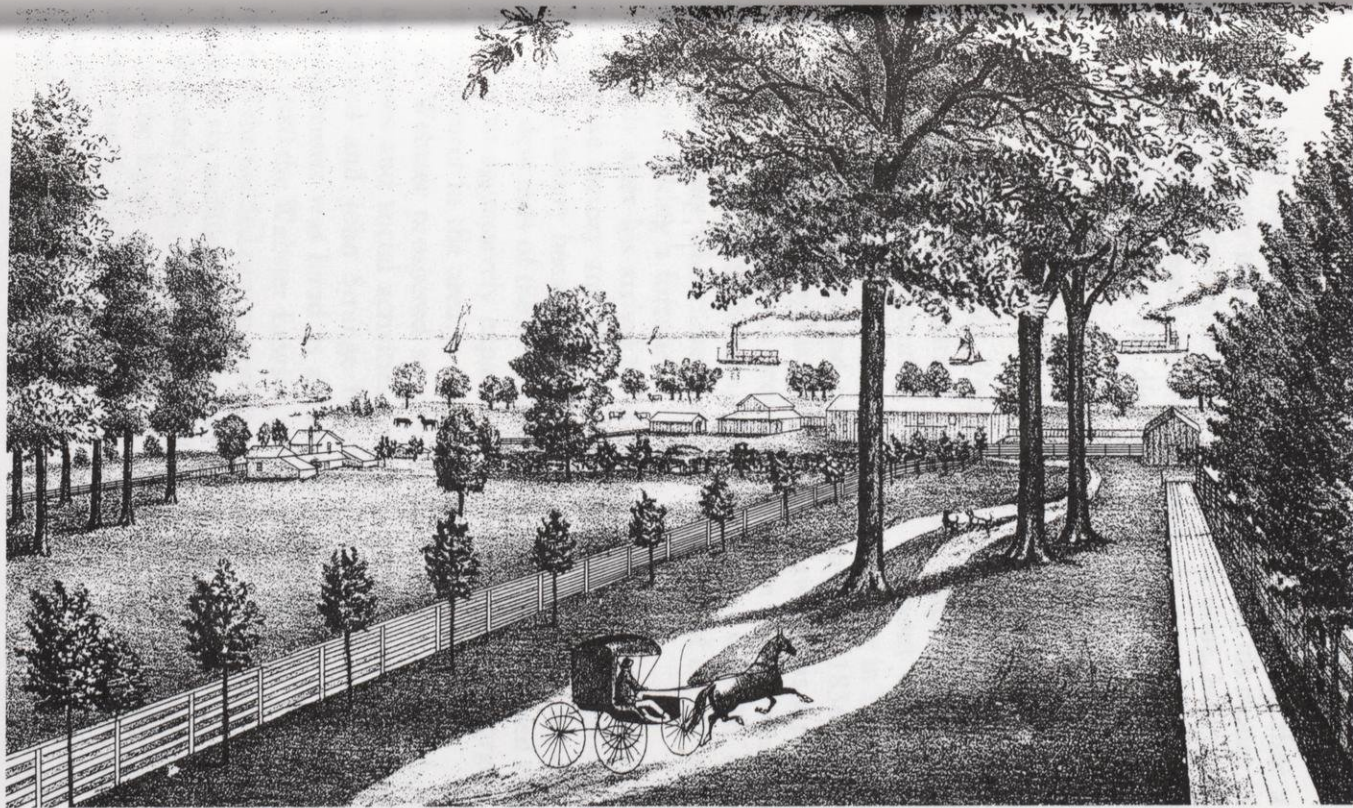
Mr. Mathewson's daughter married Charles R. Smith, son of Elisha D. Smith.

Alexander Syme

More than most of the entrepreneurs of this period, Alexander Syme liked to concentrate on manufacturing investments. He was born in Scotland in 1838 and came to Menasha in the 1850's. Alexander had the ability to change his personality to suit the purpose. To some he was a "splendid fellow" and to others he was "a good salesman but a poor business executive."

At the age of 32 he claimed to be worth \$30,000 in real and personal property. He owned one-quarter of the highly successful Eagle Flour Mill and had also invested in two Appleton stave factories. He built a spacious home at the northwest corner of Forest Avenue and Ninth street in Neenah. His wealth was rapidly increasing.

However, in the mid-1880's he found himself in financial difficulties. Fortunately the problem was solved when he re-



Residence of E. L. Mathewson, east end of Keyes St., Menasha
(From Harney History)

ceived a huge settlement from the U.S. Government after a dispute over water power rights. Instead of using his money in new business enterprises, as many would have done, he retired. Because he then invested his money wisely, he was able to live well and travel abroad. He died in France in 1900.

Andrew J. Webster

Born in 1822, in Cabot, Vermont, Andrew J. Webster grew up as a farm boy and turned machinist at age 21, moving around several manufacturing cities in Vermont and New Hampshire. Following his marriage to Helen Vance in 1855 the couple moved to Racine and came to Menasha in 1856.

He was described by his friend, P. V. Lawson, as a proud young man with merely an ordinary education and no wealth, his whole capital of \$500 being furnished by his wife. He was one of the many who came out west with lots of energy and dreams of making a fortune.

Shortly after his arrival in Menasha, Webster purchased a small spoke factory and became the sole owner and employee. When the factory became stabilized, Lawson became his partner. The demands of the Civil War for wagon parts caused the partners to aggressively expand. It became the second largest manufacturer in the area.

As Webster prospered so did his involvement with other businesses and social activities. In 1884 he had the company upgraded and John Strange became a junior partner. F. J. Sensenbrenner was hired as an accountant.

In 1880 the Webster-Lawson partnership dissolved. Lawson believed the needed raw materials were declining. The company required six million feet of lumber each year.

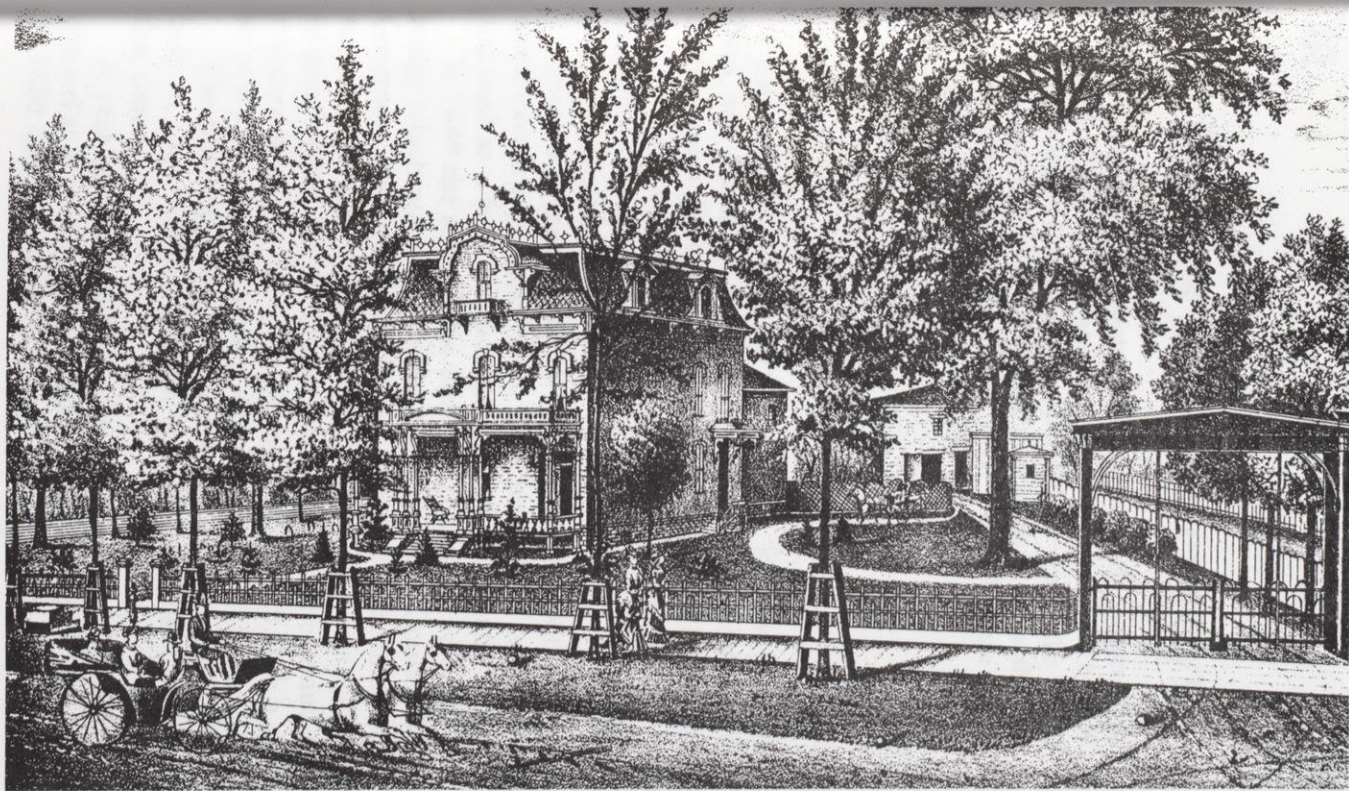
Webster's other activities included assisting in the organization of the Bank of Menasha. In 1870 he served on the first library board. Probably his main contribution was his election as a popular mayor for three consecutive terms. It was while he served that the arrangement for payment of Milwaukee and

Northern Railroad bonds was made. However, his efforts to have saloons closed on Sundays failed.

Webster was widowed in 1896 and later married Mary Fratt of Racine who was a cousin of Francis Kimberly. The Webster home on Washington was a show place.

Residents of Menasha were shocked when Webster, without any notice, moved his chair operation to Superior, Wisconsin, leaving 200 individuals unemployed.

Webster died in 1903 in Redlands, California, at the age of 74. His death had little attention in the Menasha press.



Residence of A. J. Webster, Washington St., Menasha
(From Harney History)



Bridges and Waterways

Water and all aspects of it were extremely important to Doty Islanders, and their lives were subtly affected by it in many ways. Completely surrounded by water, the Island was entirely isolated from the mainlands of Menasha and Neenah until accessed by bridges, although there was a ferry which ran for a short time.

Bridges

James Ladd arrived in Winnebago Rapids (Neenah) in 1846, and one of his first jobs was that of building a bridge at the big slough. Several settlers went together and paid him \$100 to do it. He said he "did it by making cribs of logs, laying stringers from crib to crib and covering it with poles." It lasted a number of years.

Until 1851 there was little communication with the outside world except in Summer when there was a skiff run by Ed Lull and used as a ferry around the foot of the Island.

In 1849 the supervisors passed a resolution to build a foot bridge which was to cross the river from the Council Tree to Governor Doty's residence. It was to be "over the middle of the stream to be high enough to enable Durham boats with decks to pass." Work for the bridge was started in the winter and it was carried out by the ice in Spring. The idea of such a project so near the lake was forever abandoned.

The following year the bridge at Commercial Street was built. A road was cut through the woods across the Island at that time also.

A year later a wooden swing bridge was built across the channel at Washington Street from Tayco Street to Doty Island. In 1860 another wooden bridge was built at the Mill Street

location. This lasted until 1886. As it settled into the river, it became necessary to make arrangements for building a new bridge at once. A Milwaukee company was hired, and a lovely iron swing bridge was constructed from Mill Street to the Island.

While the new bridge was being built over the canal at Mill Street, the finances of the city were very low, of course.

Unfortunately a Mr. Lloyd drove a herd of 46 cattle over the rotten Tayco Street bridge, and it sank into the river with the cattle. Because of the emergency, the same company which was building the Mill Street bridge agreed to replace the Tayco Street structure with a modern iron span and to wait one year to be paid.

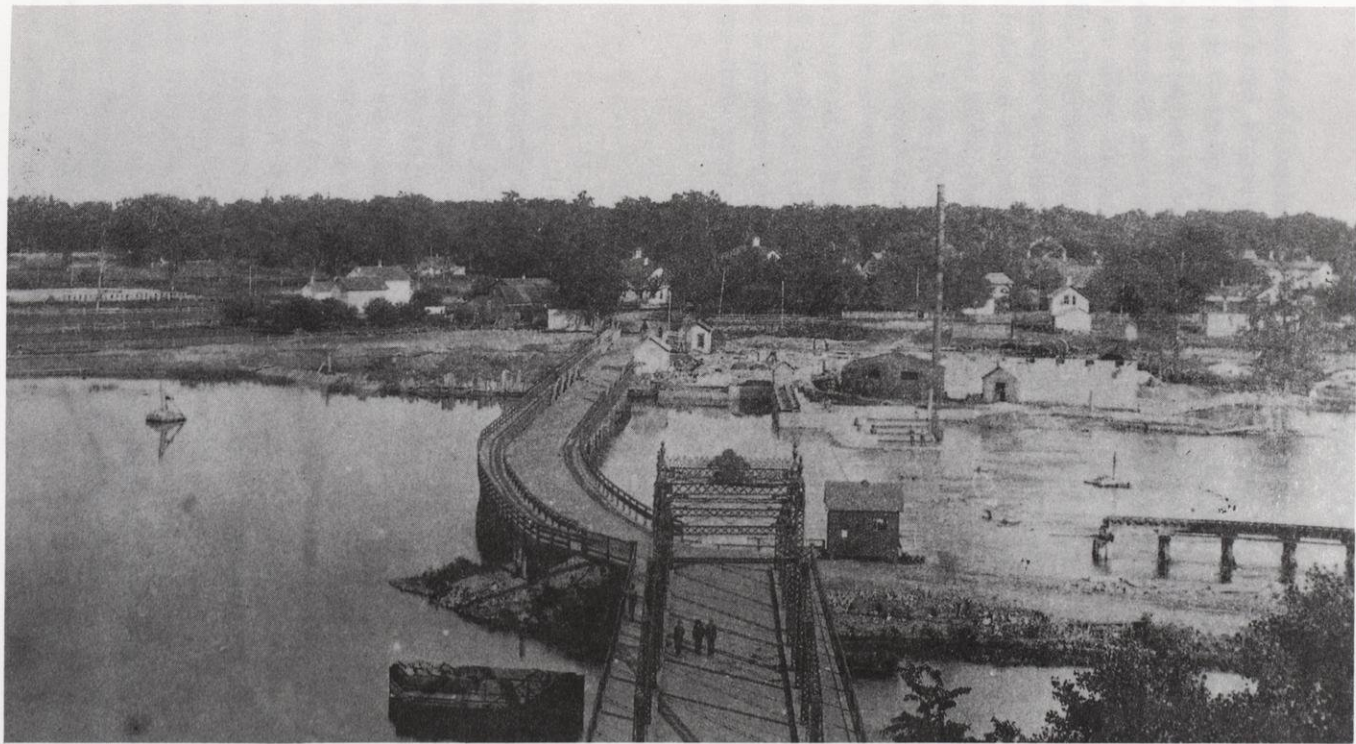
In 1929 the Tayco Street bridge was completely rebuilt with the interesting four towers at the corners.

Neenah Dam

Long before James Doty was appointed Territorial Governor of Wisconsin there was much interest and speculation about the existence of the Fox River and its most assured potential future. That potential was powerfully related to the future development of the whole area of central and northeastern Wisconsin. Doty, Harrison Reed, and the latter's brother, Curtis, recognized the priority for a waterway, first for Winnebago Rapids (Neenah). The Fox River had an area of rapids not complimentary to transportation on the river.

Harvey Jones, entirely involved with the establishment of Winnebago Rapids, was trying to provide a route for river traffic through what would become Neenah. Curtis Reed, along with his brother, were strongly concerned for development of the north branch of the Fox. This would ultimately favor the development of Menasha.

On February 8, 1847, a company was formed to consider and decide upon utilizing the water power. This company was



First Mill Street bridge looking toward Doty Island

composed of Charles Doty, son of the governor, Harrison and Curtis Reed, Harvey Jones, and his brother, Loyal. Their objective was to build a dam at Winnebago Rapids. This construction was begun in September, 1847, and was completed. It was functional to provide control of the waters of the Lower Fox and to allow further construction of a locks system for boat traffic. The need for transportation on the Upper Fox and Lake Winnebago was imperative. Thus, the Neenah dam, the first one built on the entire Fox system, began its role in Wisconsin history by 1848, the year that Wisconsin became a state. Curtis Reed built his Menasha dam a few years later.

The Neenah dam became quite important for controlling the levels of water on the entire Lower Fox system to Green Bay. It served as a major aid in controlling the water power for all of the thirty-odd paper mills that were established on the river. It performs that function to this day. It is the major component of the privately owned Neenah Water Power Company.

Menasha Dam

The Menasha dam is an important part of the Lower Fox River Waterway System which operates between Green Bay and Lake Winnebago. It was originally built with private funds some time between 1850 and 1860 and is located on the Lower Fox River just east of an industrial area of the city.

The first dam was a crib dam, and some time after 1872 it was rebuilt by the U.S. Corps of Engineers. In 1934 the Corps reported that it was badly deteriorated and should be rebuilt. The new one was built in 1937 of concrete in two sections, a total of 402 feet in length. It is anchored to steel sheet piles and contains six gates by which the water level is controlled.

This dam was responsible for creating and maintaining the head that flooded the Menasha lock, and thereby facilitated passage from Lake Winnebago to Little Lake Butte des Morts on the Lower Fox River Waterway.

It is historically significant as a complete and operable mid-nineteenth century example of a river/canal, slack water transportation system, the technology of which was so well suited that it works effectively today. It is the only such system extant in Wisconsin. The system is also significant for its role in the evolution of Wisconsin's nineteenth century political and constitutional history. Further it is an interesting chapter in the transportation history of the state.

The Menasha dam is a significant component in the Lower Fox River Waterway System, a system which, as discussed in *Cultural Resource Management in Wisconsin*, was initially envisioned as part of the larger Fox-Wisconsin Waterway.

Lawson Canal

There is a body of water out of the north branch of the Fox River just west of Riverway in Menasha. It runs behind the Banta Company and on south to the Gilbert Paper Company. This is the Lawson Canal which was constructed in 1882. It was to be "about 2,000 feet long and 200 feet wide and of the uniform depth of four feet below the bottom of the river to the north." The purpose of the project was to add eighteen new power sites.

In 1886 William Gilbert built a new paper mill on the canal. At that time there was a paper mill located north of Banta—closer to the dam. It was the first paper mill in Menasha and had changed hands many times. Lawson was one of the owners, thus the name of the canal.

In the late 1920's and early '30's, the piece of land which jutted into the river on the northeast side of the Lawson Canal, east of the bridge, was covered with trees, brush, and wild flowers. Most people were unaware of this area and never gave much thought as to its owner. But no one was positively told that it should not be explored. There were no NO TRESPASSING signs visible.

The curious youngsters who were interested in tramping around in woods and picking beautiful violets, trillium, etc., often entered. No damage was ever done, but it was fun to be completely hidden from the outside world and yet to be within hearing distance of the cars going across the bridge.

There were two ways of entering this wonderland. One was by boat and the other was by walking between the end of the bridge railing and a little voting building that stood on the bank of the canal. Isabel Schultz often rowed across the river from her house on Broad Street and did some bird watching. She had wonderful tales of walking through the overgrown "forest" and finding beautiful flowers, leaves, and birds. She often encouraged friends to tag along, and it became a secret secluded spot in which to meet.

Much later the Banta Company cleared out the underbrush and an Indian statue was placed on the point. However, this did not last long. Vandals broke it and threw the bits and pieces into the river. Part of the space has since become a parking lot for the Banta Company.

Lighthouse

There had always been a low island near the entrance to the Fox River from Lake Winnebago. When James A. Doty was a Congressman he lobbied to have this small island removed from sale in the general land office and had it reserved for a lighthouse on April 28, 1852. He then pushed the passage of an act by the Secretary of War to erect a lighthouse and to appropriate \$5,000 for the project. Because water transportation was so important to the City of Menasha, the citizens were very pleased when the money was appropriated.

Subsequently, the building was erected, using quarry stone from a quarry on Forest Avenue. Reuben M. Scott furnished the materials, T. M. Noricong cut and hewed the timber, and John Fitzgibbon did the stonework. It was completed, except for the lantern, on July 26, 1855.

The first floor of the structure consisted of two rooms and closets, and there were three rooms on the second floor, each room having a large fireplace. A stone tower, containing the large lantern, faced southeast. This light was kept lighted during the navigation season as a beacon for all sailors in the area.

Jerry Crowley was hired as the first keeper, and he and his family lived in the thirty foot square building. Jerry daily climbed an iron spiral staircase to the light to do his duty of lighting the lantern. He did this for four years.

During the day he usually rowed his little dinghy to the mainland to join his friends in one of the many saloons in Menasha. One day, late in the Fall, he overstayed his merry-making, and the weather had turned cold and stormy. The ice was quickly forming on the river, and Jerry was not able to row fast enough. Before long, the boat was frozen in the ice, and Jerry was forced to spend the night at the mercy of the elements. When he was found in the morning, he was nearly frozen to death. It was necessary to amputate his fingers, and Jerry was never again able to light the lantern. The house was abandoned.

The island became a place for ice skaters to stop to get warm. They tore up the floor boards and used other wood for the fireplaces. In the summer of 1874 three young men, Percy D. Norton, Charles N. Smith, and P. V. Lawson, Jr., were on a small sail boat and stopped for the night at the island. The next day, as they continued their cruise, the boat tipped over. They were able to get back safely. That was the last time that anyone used the island legitimately. About 1880 some skaters set fire to the building. Between the fire and the damage done by the ice, by 1886 there was nothing left of the proud structure.

No photographs were taken of the old lighthouse, but there was a painting of it on the curtain of the Crystal Vaudeville Theater on Main Street in Menasha.

Quarries

Most travelers in Wisconsin do not realize that much of the geography and geology they view was developed over a period of five million years. First majestic mountains rose from the earth which were worn down and a sea covered them. Fossils of sea life can be discovered at local quarries.

For over ten thousand years the heavy weight of lobes of ice, known as glaciers, crept into the state. The lobe in the twin cities was known as the Green Bay lobe and was two miles deep in spots. As the climate warmed, the sea and the glaciers cut out waterways and ground down the mountains to a level leaving a table of limestone extending from the Fox Valley to Niagara Falls. Those sections of limestone closest to the earth's surface were suitable for mining, first by the Indian inhabitants who used the limestone to make weapons and tools. Later settlers worked the quarries to produce lime for cement and gravel for construction of roads.

The last stone quarry on Doty Island is located at the east end of Forest Avenue. It is now private property and is being filled in. At one time it was owned by the City of Menasha, and it supplied the city with road and sidewalk gravel.

In 1907 it was purchased from the City of Menasha by Louis Herziger. As it was no longer used as a quarry, it filled with water. Herziger's dream was to own a fish pond as did his father. Soon after the quarry was his property, he stocked it with trout. When winter approached, he covered the water with straw so the trout would be protected from the cold weather. His project was a failure. All of the fish died.

It has been reported by some old-timers that there was a second quarry at the east end of Keyes Street in Menasha. In recent years old bottles and refuse have been dug out of the piles of dirt from the construction of homes in the area. It is possible that the abandoned quarry had become a dump.



Residents

Obviously there were many interesting and influential persons who lived on Doty Island. It would be impossible to write about all of them. A few who have left their names in our history and some who are merely remembered for their deeds and actions will be mentioned.

Edmund Aylward

Edmund Aylward, son of Ireland-born William Aylward, moved his father's ordinary cast iron foundry on North Lake Street in Neenah to a larger place on Winneconne Avenue and almost single-handedly created the Neenah Foundry Company which is known around the world.

His expertise in developing a most valuable metal substance for so many items of manufacture into machinery, automobiles, aircraft, steamships, etc., excels beyond description. Mr. Aylward contributed much to the war production portion of American industry in World War II by making his vital foundry items.

One of the foundry's most interesting products—found anywhere in the larger cities of both hemispheres—are the man-hole covers needed in streets and thoroughfares above underground channels. The name "Neenah Foundry Company" appears on every single man-hole cover. That signature is truly synonymous with Edmund Aylward.

Very active in church and civic affairs, Mr. Aylward and his lovely wife raised a wonderful family at 402 Ninth Street on Doty Island. His son, William Aylward II, named after his grandfather, like his father, increased the excellence of castiron manufacturing to the industrial world.



Home of S. A. Cook, S.W. corner of E. North Water and N. Commercial streets
which later became the Y.W.C.A.

ADWY and UNIVERSITY OF TORONTO

2

Samuel A. Cook

S. A. Cook was born in 1849 in Ontario, Canada. When he was seven years old his family moved to Calumet County. In 1860 he and his mother and sister were returning from a visit in Canada when the *Lady Elgin*, the ship on which they were sailing, sank on Lake Michigan near present-day Chicago. Sam survived, but his mother and sister were drowned.

He returned to his home and at age 15 he enlisted in the U.S. Cavalry and served under General George Custer during the Civil War. Upon returning from military service, he engaged in lumbering in Unity, a small community in Marathon County. In 1881 he sold that business and moved to Neenah.

After arriving in the Fox River Valley he became involved in many ventures. He acquired the Neenah Paper Company in partnership with Henry Sherry and later sold his interest to the Kimberly family. He became Neenah's mayor in 1888 and entered the State Legislature in 1889. In 1894 he was elected to a seat in the U.S. Congress. He lost to Robert LaFollette for Governor.

During this period of time he became extremely interested in military affairs and found the National Guard to be a fascinating study. When the question of building an armory arose and there was a problem with finding the money for the project, Cook stepped forward with the offer to finance it if it could be built on the line between Neenah and Menasha. Because of legal difficulties, that was impossible; so it was built in Neenah, but very close to the line! Only he ever knew the exact cost.

Cook had married Jennie Christie in 1876, and shortly after they moved to Neenah he bought the beautiful home which had been built by Dr. Nathaniel Robinson in 1875 on the southwest corner of North Commercial and East North Water streets. She died in 1895, and he lived in the house until his death in 1918.

Frank O. Heckrodt

Frank Otto Heckrodt was born on Broad Street in Menasha, Wisconsin, July 20, 1887, of Ernestina and Henry Heckrodt. His mother was a native of Menasha, but his father had emigrated to the United States from Germany at age 27. Frank attended grade school in Menasha but dropped out before high school to go to work to supplement the family income. He attended a business college in Appleton and graduated in 1907.

In 1911 Frank passed the State Insurance Board examination and became an agent of the Northwestern National Insurance Company of Milwaukee, serving that organization for 55 years. He was a member of the Menasha Insurance Underwriters Board for a number of years.

Heckrodt became interested in property on Doty Island and purchased and developed the section bound by the Fox River and Keyes Street on the north and south and by Smith Park (Cleveland Street) and the Lawson Canal (Riverway) on the east and west. He built his home on the northwest corner of Keyes and Cleveland streets where he raised five children after the untimely death of his wife, Sarah, in 1934. The eldest child was just one year out of high school at that time.

Early in his business career he became president of the Onward Manufacturing Company which was located on Main Street in Menasha, next to the old fire station. That company manufactured and sold glass sliding shoes which were placed under the legs of heavy furniture to make it easier to move.

For over fifty years he was affiliated with the former Twin City Savings and Loan Association, holding positions of Chief Appraiser, Director, Vice-President, and Chairman of the Board.

Heckrodt was always involved with city activities and served as Third Ward Alderman for 5 terms, being elected as President of the Council. In 1935-36 he was elected and served as Menasha Mayor. It was during his service that Jefferson Park

began to be developed. During World War II Frank served on the Winnebago County Selective Service Board, chaired the American Red Cross Fund drives, and was a member of the U.S. Coast Guard Reserve.

Heckrodt's "spare" time was taken up by his active work in the Boy Scouts of America, Masonic Lodge, Elks Club, and the First Congregational Church.

The name "Heckrodt" today is thought of in connection with the Environmental Nature Center on the east side of Menasha.

The land that was originally given to the City of Menasha by the Heckrodt's had always been referred to by the Heckrodt family as the "5 acres." Mr. Heckrodt spent a great deal of time there away from his busy schedule—just to get away! Every summer at least one of the children could be found camping out there with friends. He would be very proud that his favorite spot has been developed into such a wonderful place for so many to enjoy.

Louis Herziger

Louis Herziger started the new operation of a truck farm on Doty Island on the south side of Nicolet Boulevard in Neenah across from Smith Park in 1907. The location had been the site of Stridde's farm, one of the earliest on the Island.

Louis purchased the farm for \$4000. There was a ten to twelve acre orchard, an eight room house, a well, a barn, a utility shed, and chicken coop. There was no electricity, no running water, no telephone, no car, and everything was done by hand.

The children had specific jobs to help with the outdoor work on the farm. Aside from the apple crop, berries were the best cash crop. There was a crew of about 25 pickers who came to the field by 7:00 A.M. They were dressed with stockings on their arms and straw hats on their heads to shield their faces to avoid becoming sunburned. Boys were not hired because they

might smoke cigarettes and cause the straw-covered berries to catch fire. Older women were preferred as they would work harder than young girls.

The most important task, other than the picking of the berries, was that of making berry boxes for the strawberry and raspberry crops. This job was more complicated than one would think. The wood was ordered from Sheboygan and came in bundles of 500 flat pieces of "shorts" and "longs." The day before the assembling, the wood had to be dampened so it would not crack when folded. The following day someone would fold the two kinds and place them in stacks on the lap of the person who stapled them together. Everyone had to be proficient when the berries were coming in at their peak. Over 1000 boxes would be needed for each day. A huge pile of boxes would be ready to be packed in the cases of 16 per case. These cases would then be delivered to the packing shed for use by the pickers.

In the beginning, produce and fruit were delivered each morning to the stores with the horses, "King" and "Nigger," pulling the wagon. One winter, when there was a blizzard, the horses were hitched up to a sleigh, and the children were given a ride to school which never closed during snow storms. Later a Ford pick-up truck became an essential part of the gardening business.

In 1928, when the place was sold for lots, everything had changed radically from the time when the property was first purchased. Even the house had changed. The cistern was no longer needed because running water was provided by the city, which meant that there would be an indoor bathroom. And a furnace had replaced a standing floor heater in the dining room.

The location became an area for up-scale housing.

Justice James C. Kerwin

James C. Kerwin was born in the Town of Menasha on May 4, 1850. He lived on his father's farm in the area known as the "Irish Settlement" on the west side of Little Lake Butte des Morts. The family homestead became his after his father's death, and James retained ownership until his death.

James graduated from Menasha High School shortly after the end of the Civil War and attended the school of law at the University of Wisconsin, graduating in 1875. After graduation he moved to Neenah and took up the practice of law. For 13 years he was the City Attorney for Neenah, having been re-elected time after time.

Kerwin was married in 1880 to Helen Lawson, daughter of P. V. Lawson, Sr., industrialist in Menasha. In 1885 they built a lovely Queen Anne style home on East Forest Avenue in Neenah at the northwest corner of Fifth Street. Helen and James had four daughters. Jessie married C. B. Clark, Jr. Grace's marriage ended in divorce, but they had a son, James Sensenbrenner, who is now a Congressman. Daughters Alice and Doris never married but continued to live in the family home until the 1960's.

In 1904 Kerwin was elected to the Supreme Court of Wisconsin and was returned to office in 1914 without opposition. He was still serving at the time of his death. Justice Kerwin's death was unexpected although he had not been feeling well for several years. There were services at his home in Madison after which his body was returned to Neenah by C.&N.W. Railroad and services were held at his home. He was buried in Oak Hill Cemetery.

One of Justice Kerwin's legal associates said, "The death of Justice Kerwin terminates a career of conspicuous ability and service. He was a man of striking intellectual and physical strength. He was a sound lawyer and a well poised judge." His reputation was that he was "governed wholly by his one desire to be true to the spirit, as well as the letter, of the constitution of the United States and the State of Wisconsin and thereby serve the best interests of all the people of this state."

A. H. Frederick Krueger

*"The long journey is ended in honor.
The harbor bar has been crossed in peace.
The good gray head which all men knew
Will soon be pillowed forever
Upon the peaceful bosom of our mother earth.*

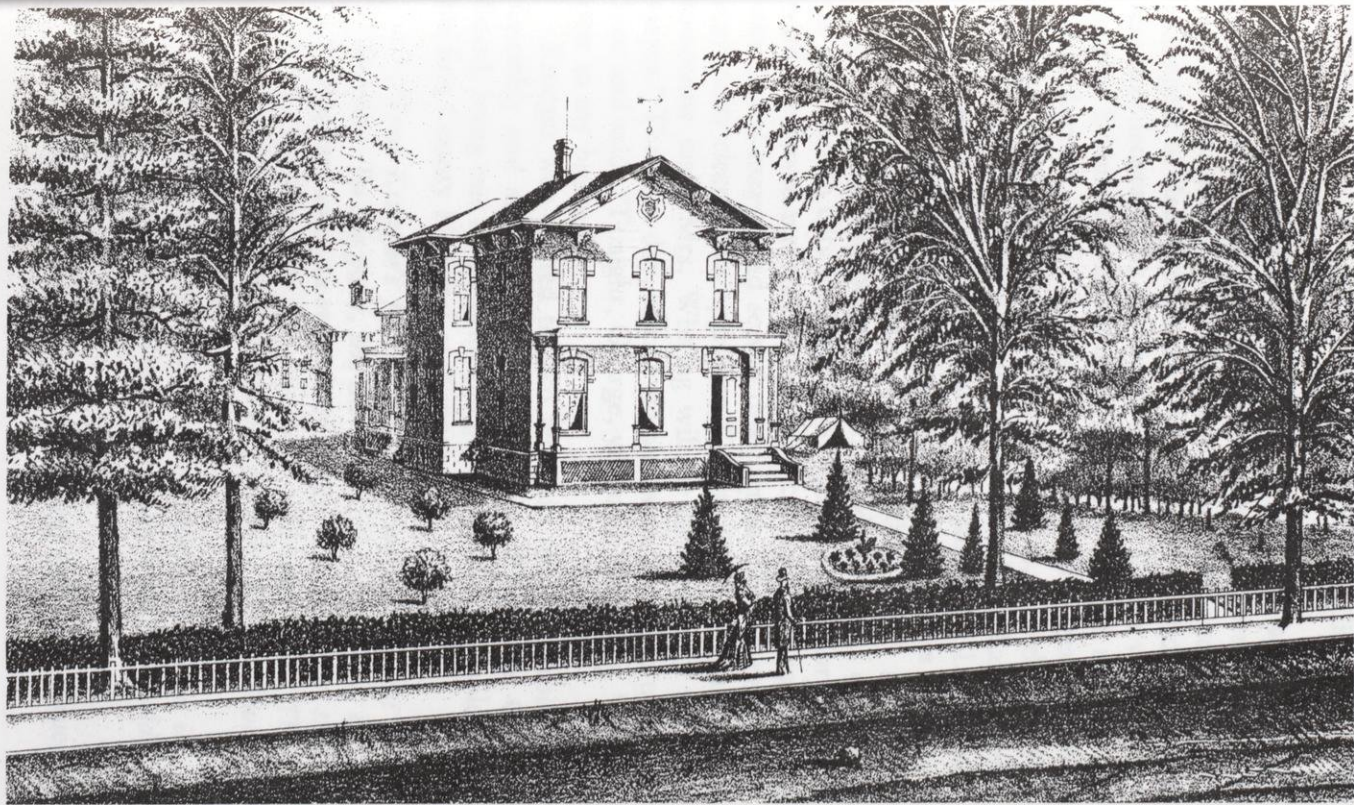
The above is the beginning of an eulogy written in 1904 by Dr. W. P. Gordon, first superintendent of the Winnebago County Hospital, upon the death of Andreas Henrike Frederick Krueger, better known as "Fred."

Fred Krueger came to America in 1848 from Crivitz in Mecklenburg, Schwerein, Germany. In 1851 he bought a new tract of land in the Town of Clayton. The next Spring he brought his bride, Maria Hesse, from Crivitz to live in a twelve-foot square cabin to face the problems on a pioneer farm, in a new country, covered with dense forests and numerous marauding Indian tribes. For sixteen years the Kruegers worked to tame their part of the wilderness.

In 1867 the family moved to Neenah. Fred Krueger and Carl Stridde built a flour mill along the canal, calling it the Island City Mill. A three-story stone structure with a zinc roof, the Stridde-Krueger mill was advertised as the only fire-proof mill in Neenah or Menasha. After Stridde's death, Fred bought out his interest and worked the mill with his two sons, Fred and William F. When his eldest son, Fred, died an early death in 1883, Krueger took his son-in-law, E. J. Lachmann, as a partner.

The Krueger mill was the last flour mill in Neenah, closing down in 1918 because the grain business was moving west to the larger fields of the prairie states. The stone mill was then built into the Neenah Paper Company factory. The outline of the Island City Mill, Makers of Gilt Edge Flour, can still be seen to this day along the south wall of the Neenah Paper Co.

Fred and his family moved into a large brick house at 202 Forest Avenue across from the Third Ward School (now Roo-



Residence of A. H. F. Krueger, E. Forest Ave., Neenah

sevelt School). They had nine children. The five who survived to adulthood were the two sons and three daughters. Louisa left Neenah as a bride. Matilde became a nurse who took the first contingent of Red Cross nurses to Serbia in World War I and was later decorated by the Queen of Greece for her work. Doris married Edmund J. Lachmann, and they moved to 1010 E. Forest Avenue. Their marriage produced three grandchildren for Fred. Doris married Dr. Ronald Rogers, and they built a home at 808 E. Forest Avenue on the river; Ruth Falvey was a social worker who lived on Park Drive; and E. J. Lachmann, Jr., became a professional fisherman. Fred, Jr., left a daughter, Fredericka, who married Dr. T. D. Smith.

Fred's debut into politics occurred when he was elected to the first Neenah City Council in 1873 as alderman for the third ward. He served several times in that capacity, and in 1876 he was elected mayor and served three terms. On the eve of one mayoralty election his opponent, George Whiting, said, "Fred, tomorrow night Mrs. Whiting will be sleeping with the new mayor." The next day, after Fred had won, he called upon the loser and said, "Tonight, George, you may send Mrs. Whiting over to my house."

Krueger was elected to two terms in the Wisconsin State Assembly and also served as head of the Winnebago County Board, being one of the principal promoters for the building of the first County Hospital at Winnebago.

"Fred Krueger's four score years were all sweet as summer. To the poor, the distressed, the demented, his willing feet went on errands of mercy. The children, the birds, the flowers, and the trees will miss him. The beautiful things of this world had no more devoted lover than our silent friend."

"His life was gentle and the elements so missed in him, that nature might stand up and say to all the world, 'This was a man.'"

So concluded Dr. W.P. Gordon's eulogy to A.H.F. Krueger.

The Lawsons

Two of the most important men in the area in early times were a father and son pair: Publius Virgilius Lawson, Sr. and Jr.

P. V., Sr., was born in 1825 in the state of New York and came to Wisconsin with his wife and children in 1854. They traveled by boat, landing in Green Bay, and on down the Fox River to Menasha. He was a carpenter and builder and worked on the old M. E. Church and the high school.

In 1856 he and A. J. Webster started the Hub and Spoke Factory and continued the business until 1880. Lawson became involved in many other enterprises, including lumbering and paper manufacturing both in Menasha and at other locations in the state.

At one time, P. V. Sr., was the sole owner of Menasha's water power system and leased the power to others.

Firefighting was a major interest to Lawson, and he took pride in the volunteer company which he founded and headed. He enjoyed studying the best way to fight fires and donated the first fire truck to the city.

Lawson was the mayor of Menasha for three years (1875-78) and built his home at 327 Naymut Street where three generations of the family lived. The building was destroyed by fire in 1995, having been changed into an apartment house many years before.

P. V., Sr., died in 1881. "He was a good man and a useful citizen, one beloved by all who knew him."

Hon. P. V. Lawson, Jr., was born in 1853 and was but a baby when the family came to Menasha. He attended the local schools and went on to law school in Madison. In 1878 he opened his law office in his hometown. Before long he had several of the local industries at clients.

Lawson became associated with the Menasha Wood Split Pulley Company and eventually became the owner. He was as enterprising as his father and was interested in both manu-

facturing and real estate. He built many dwellings in Menasha for sale and to assist in the city's growth and development. He was always prominent in public life and served as mayor for six terms (1886-1889, 1893-1896). Historian, inventor, philanthropist, author, and friend are just a few of the words which describe this important man who died in 1920.

Ernst Mahler

Born in Austria in the nineteenth century, Ernst Mahler finished his formal education in 1914. His Austrian college degree was engineering with a Master's rating. He came to America as World War I began and took up residence in the State of New York. His specific interest lay in fibrous absorbent materials. Somehow Kimberly-Clark Corporation learned of his skills and interest in what would become a most vital raw material in the production of paper.

Mahler began his employment with Kimberly-Clark in Neenah about the time the company's research had come upon an absorbent material not yet assigned to any finished product. Mr. Mahler began a most thorough and effective study of what he named "cellucotton" fiber. His very credible ability and knowledge developed a material for consumer use that became an innovation into a product known world-wide. He supervised the development of this "crepe wadding," as he called it, into an excellent bandage item. Kimberly-Clark immediately made considerable packaging of these bandages for shipment to the armed forces involved in World War I in France.

Acceptance of this new consumer product by army nurses on duty in the battle fields became instantly far-reaching. From that original use of Mahler's patented material came an unique personal item for women known as the sanitary napkin. This product was named "Kotex" in 1920. Its name became well-known and the item was distributed and sold around the world. From this same raw material Mahler invented a folded sheet packed into a handy box and given the name "Kleenex."

This man, Ernst Mahler, lived in his spacious home on Doty Island for many years and became well-known in his field. His contribution to the welfare of human beings and their comfortable existence demands the greatest of praise.

John Strange

John Strange was born in 1852 near Oakfield, Wisconsin. His parents were Irish immigrants and very hard working people. That characteristic was necessary in order to feed their six children. The family moved to Menasha, and John, as a child of nine or ten, worked for the Menasha Pail Company for 2¢ an hour. He continued to work for the future Menasha Wood-ware into his teens and became familiar with all facets of woodenware making.

One can say that Strange was truly a self-made man. He did not have social standing nor family money to help him in his ambitions like many of his associates did. He tried in every way possible to improve himself and to learn, taking a short course at Beloit College, teaching school, clerking in a store, working in other woodenware factories, laboring in lumbering, running a grocery store, being a grain buyer for a large flour mill, and running a lumber yard. Most of his ventures were reasonably successful.

When he began to get into larger enterprises, he became a partner of Henry Sherry in a lumber business for a short time. He was invited to be a partner of P. V. Lawson, Sr., in his sawmill. As a part of his arrangement with Lawson was the purchase of woodenware machinery. Lawson died, but Strange continued to manufacture pails and tubs for five years after.

There were a number of legal problems which arose, but he had kept the buildings on the water power after the Lawson settlement. He incorporated the John Strange Co. which was to make print paper. Misfortunes plagued him for years. It was one thing after another. He was deeply in debt.

In 1896 he became the Register of Deeds of Winnebago

County, and he gradually recovered financially. After numerous deals, he finally gained a toehold in the paper industry and was able to buy the assets of C. W. Howard Paper Co. which had failed during the depression. He then exchanged his stock in that company for stock in the Strange company and gained control of it. His company was the first to manufacture kraft wrapping paper.

In 1909 John Strange was elected Lt. Governor of Wisconsin. At about this same time he purchased Roberts' Resort for his family home.

After the turn of the century things began to improve and by 1916 Strange was rich and riding high again.

Thorwald Thompson

This kind man, totally blind from birth, was born in the 1870's in Christina, Norway. As a young man he moved to Neenah with his parents. His humble homestead was a crude one-story house on Edna Avenue on Doty Island. Folks called him "Torville." His mother, also blind in later years, lived with him in that little house so well remembered by people in the neighborhood, young and old.

Thorwald had one sister and brother-in-law, Tideman Guthormsen, who lived a short distance from the Thompson house. She brought him his noon meal every day for many years. Tideman was the father of two sons and three daughters. One son, Gundlif, went on to become highly successful in the early days of the New York Stock Exchange. Another son, George, was a well-known Neenah carpenter and house builder. Most of his work was in building homes for inhabitants of Doty Island. Two of the Guthormsen girls were school teachers, and the third one was a nurse at Cook County Hospital in Chicago. Thorwald had one brother, George Thompson, who headed the security at the Marshall Field store in Chicago for many years.

This man, totally blind, managed to get around his house

and yard very well with the use of a cane. Children loved him. He had an unique skill in the wood carving of little toys such as animals, guns, etc. His nephew, George, it was said, had taught him in his blindness the shape and size of the carvings.

He learned, we do not know how, to recognize the locomotive whistles of the three railroads that existed in the Twin Cities in those early days. His favorite recognition was the whistle on the engine of old Soo Line No. 2 entering Neenah from the west on Norwegian Hill.

Most memorable was the fact that Thorwald lived into his 80's without ever seeing the light of day.

The Whiting Family

George A. Whiting was born in Whiting Hollow, New York, in 1849. At age five he moved with his parents to Ripon, Wisconsin. When he was sixteen he moved to Neenah with total assets of ten cents to indulge his pioneering spirit. While working for an Appleton department store he became an in-depth student of paper-making and foresaw the potential of the paper industry.

In 1872 he was a founding partner in the Fox River Paper Mill Company with J. A. Kimberly, Havilah Babcock, C. B. Clark, and F. C. Shattuck in what was later to be named Kimberly, Clark & Co. When the partners decided each should invest an equal amount of money, Whiting, with little or no money, was out.

Whiting established a co-partnership with William Gilbert of Chicago in 1881, and they built a paper mill on the west end of the Government Canal near the locks which was called Gilbert & Whiting. In 1886 Gilbert's share was bought by Whiting, and the mill became the George A. Whiting Paper Mill. From the beginning the mill manufactured 100% rag content newsprint, and that remained the principle activity until 1909. Since that time the mill has been manufacturing sulphite pulp papers and specialties.



Home of George A. Whiting, E. Forest Ave., Neenah

Colonel Whiting was among the first to see the potential of water power development, particularly along the Wisconsin River where, in 1888, he organized the South Central Pulp and Water Power Company of Stevens Point and later the Wisconsin River Paper and Pulp Company.

One of the worst tragedies in the history of the Twin Cities occurred in 1888 when there was a fire and an explosion at the Whiting mill and fourteen onlookers were killed. It took some time for the mill and everyone involved to get back to normal.

One of the most magnificent homes on the Island was built at 609 East Forest Avenue, Neenah, by George A. Whiting in 1898. The first story was built from the beautiful Wisconsin monolith of red sandstone quarried in one piece from the Washburn quarries. It was a three-story mansion of seventeen rooms, with six tiled, mirrored, and marbled fireplaces, and luxuriously paneled inside walls of birch, oak, and maple. The lovely mansion was relegated to the wrecking ball in 1957 when the second George A. Whiting, who found it to be a burden because of the costly maintenance, decided to dispose of the salvagable items and have the remainder leveled.

Mr. Whiting never aspired to political office, but was persuaded at one time to become an alderman and was the Mayor of Neenah in 1884 and 1885. His philanthropics were legion with the Whiting Memorial Baptist Church in Neenah, the Whiting Airport formerly in Menasha, and the land for the Lawrence University football field and gymnasium as a few examples.

Frank B. Whiting, George A.'s adopted son, was also known for his philanthropic activities. In fact, they had many things in common. They both loved cars and had several. They were interested in flying, and when his father developed the airport in 1928, Frank managed it. This airport provided the area with its first air mail service. And they both had a passion for the outdoors and nature. George served on Teddy Roosevelt's commission on conservation and Frank had a nature preserve at the back of his house at 620 E. Forest Avenue in Neenah.

When Frank inherited the entire paper mill in 1930, he did

not immediately become president. However, he was on the Board and helped to keep the company solvent through the Great Depression of 1929 and early 1930's. When he assumed the presidency of the company in 1937, he illustrated his talent for guidance and progress and soon had a fine reputation in the paper-making world.

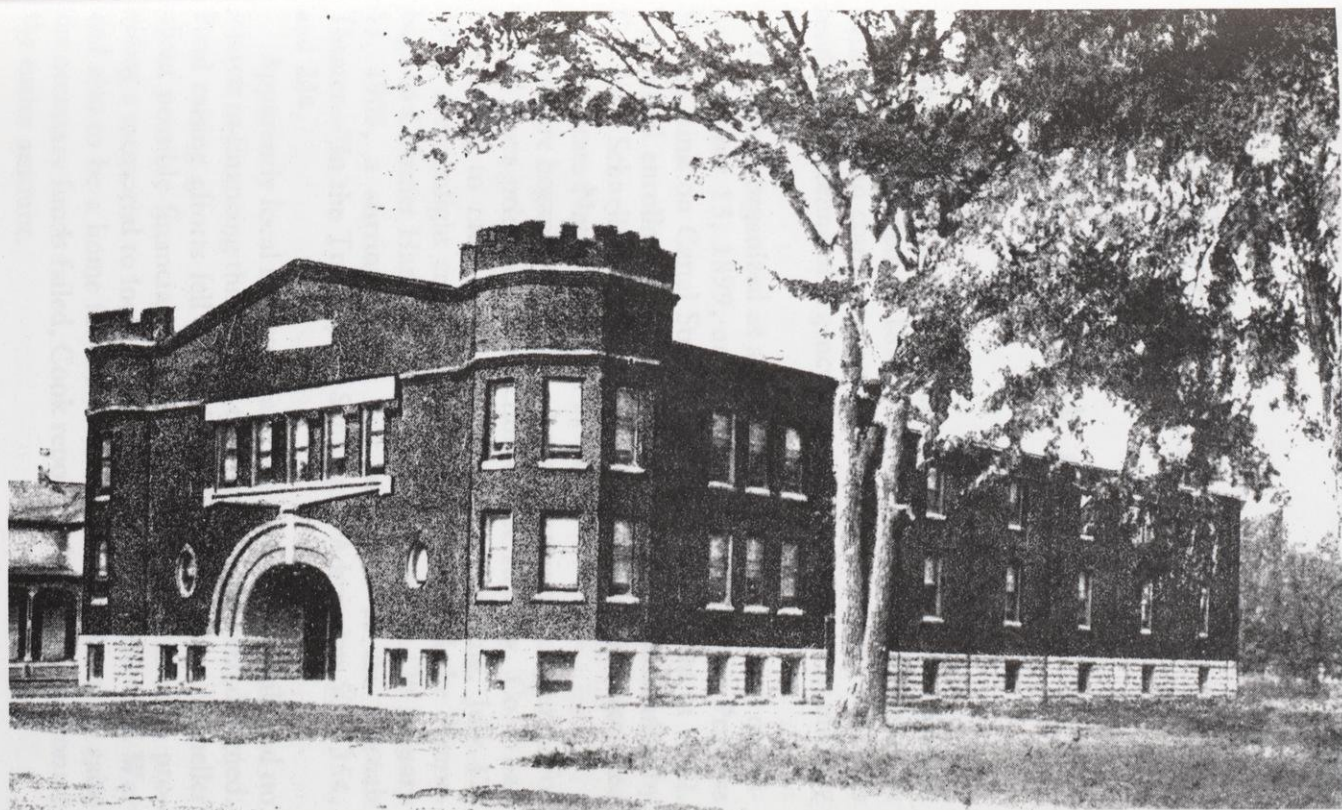
In 1952 Frank died and his son, George A. Whiting II, took over the management of the mill. He, also, had the leadership qualities of the other Whitings, and the mill continued to grow and do what the owner wanted it to do. When he retired in 1957 his son, another Frank B., took the reins and has been increasingly successful. Now members of the fifth generation of Whitings are ready to take over the plant and will no doubt do just as well as their ancestors.

Ernst Wieckert

Probably one of the most prominent building contractors and furniture manufacturers was Ernst F. Wieckert. He was born in Germany and emigrated to Neenah in 1868.

Wieckert installed a planing mill in Neenah in 1875 because building in the city was booming. It was located where the Neenah Paper Company is now. Later he built a new plant at 121 N. Commercial Street. When his furniture factory burned, Wieckert was almost wiped out. He next purchased Henry Sherry's planing mill and expanded the operation to Appleton and Underhill, Wisconsin. A second fire caused him to center his efforts again in Neenah. He developed a reputation for honest and fair dealing.

He died in 1920. His home at the corner of High and Center streets in Neenah became an eight-unit light-housekeeping complex after his death. At the present time Wieckert's home is being restored to its original condition by Fred Herziger, fourth generation Doty Island resident.



S. A. Cook Armory, N. Commercial St., Neenah



Special Buildings

S. A. Cook Armory

The Civil War had ended in 1865. The Spanish American War was concluded in 1898, followed by military action in Latin American countries at the turn of the century. The wars resulted in a feeling of urgency to organize a permanent military unit.

Co. I was organized as an independent military unit on Friday, October 13, 1899, at what was then Neenah's Princess Skating Rink on Canal Street which was torn down in 1932. The initial enrollment consisted of 46 young men headed by Col. John Schneller. February 27, 1902, Neenah was accepted into the State National Guard as Co. I.

Pressure began to build for a home for this military unit. For several years prior to construction of the Armory, Co. I had been trying to raise money for a suitable building. July 17, 1902, a moonlight cruise was sponsored across Lake Winnebago to Calumet Harbor. Four hundred attended. On January 13, 1905, a stirring drama was presented at the Neenah Theater—"In the Trenches of Santiago." Admission 50¢, 35¢, and 25¢.

Apparently local industries and the two city councils had no interest in financing this project that had already been designed. Fund raising efforts fell short. S. A. Cook wrote to Schneller about possible financial assistance. He was interested in providing a memorial to local soldiers who served in the Civil War and also to be a home for Co. I. When further efforts to raise the necessary funds failed, Cook reported that he would donate the entire amount.

Support by Doty Islanders demanded that the structure be located on the Island and on the border of the two cities. This would make it a Neenah and Menasha armory. The site chosen was at approximately the dividing line between Menasha and Neenah. Due to legal problems it could not be built half and half as originally planned. The property was formerly the site of the Universalist Church of the Good Shepherd which had ceased to exist shortly after 1900 because of small membership.

In February, 1907, the S. A. Cook Armory was dedicated. The *Menasha Record* printed the Warranty Deed. Only Cook knew the cost, but it was estimated at \$17,000.

The Armory became more than a place for the military to meet, drill, and plan military strategy. It was a center in which various community events were held. It became a banquet hall for St. Paul's Lutheran Church to celebrate an anniversary. There were basketball games, New Year's Eve balls, traveling shows, Knights of Pythias home shows, wrestling matches, bike races, political rallies, and in 1936 it was the registration headquarters for the Wisconsin State American Legion Convention. The Armory saw three generations of Twin Cities young men off to global conflicts, starting with Mexican Border duty in 1916.

The armory even made Ripley's Believe It or Not column in 1920 when the two cities played an exceptionally low scoring basketball game, and Neenah beat Menasha 3-2.

One year when the weather caused the roads to be impassable, a number of stranded travelers were housed in the Armory, and the cots and blankets belonging to the military were used.

In 1969 the National Guard unit was combined with that of Appleton, and the Armory was no longer required as its base. Thus, everything was moved out, and the historic Armory was retired. After standing empty for a few years, it became a shopping mall. When that was not successful and all businesses had left, it again stood empty—this time for two years while it was on the market for sale.

When there were no buyers and the City of Neenah did not

want it, the wrecking ball was the only alternative. In 1987, this proud building, of such beautiful architecture, which had served both cities so well, was reduced to rubble and hauled away, leaving only a hole in the ground. To replace it was a modernistic, uninteresting, piece of metal—a warehouse. Progress at its worst!

Doty Apartments

The building housing the Doty Apartments at 316 Clark Street, Neenah, was the first apartment unit in the Twin Cities. It was a red brick two-story structure built in the mid-thirties at the southwest corner of Clark and Third streets. It housed truly luxury apartments, and a garage was provided for the use of each tenant.

Norton Brodsky was the manager and might also have been the owner. His son, who later became a well-known trumpet player, caused the neighbors much consternation by blasting his “noise” out the window.

Many familiar names are on the list of those living there at one time: C. F. Hedges before his marriage; Ted Yonan when he first came to town; Charley Morton while his house was being built; Nate Burstein before he bought his home in Appleton; Rudy Morovek when he first came from Germany to work for Kimberly-Clark; and the Wilterding family for a few months while their new house on Lake Road in Menasha was being built.

The building was demolished in the late sixties.

Railroad Depots

At one time Doty Island was served by three railroads: the Chicago and Northwestern, the Wisconsin Central, and the Milwaukee and Northern.

When the Chicago and Northwestern was built in 1861, it

ran from Oshkosh to Appleton on the west side of Little Lake Butte des Morts, skirting the west end of Neenah and missing Menasha entirely. That summer Menasha constructed a plank wagon bridge across Little Lake Butte des Morts to meet the side track which the railroad installed to accommodate the Menasha businessmen.

At about the same time, Menasha developed a railroad committee to discuss getting the railroad to build across Doty Island. Voters approved \$12,000 to aid the railroad in altering its route so it would pass through Neenah and Menasha, having a Union Depot on the Island. Neenah protested but eventually agreed to pay for the grading and ties on its side and to build the bridge across the Fox River. The new railroad across the Island was completed by December, 1862.

The Island's first depot was built by the Chicago and Northwestern and was located on the west side of the tracks between East Forest Avenue and North Commercial Street. The only thing known about this depot other than its location is that it was a wooden structure. There was also a freight depot, water tank, and small enginehouse at this location.

The Wisconsin Central Railroad was the brain child of Curtis and George Reed. They and their many supporters found enough individual investors and communities to either pledge funds or donate land on which the railroad was to be built. In June, 1861, the railroad began building west from the Island. Reuben Scott of Menasha was awarded the contract to build the railroad from Doty Island to Stevens Point.

By November, 1871, the railroad had finished a passenger and freight depot along its tracks east of North Commercial Street. A turntable, enginehouse, and shops were also located on the Island near the end of the long railroad bridge. Owing to a disagreement with Neenah over bonds, the railroad built a bridge across the canal and relocated its shops and depot to Menasha in 1872. The depot was literally dismantled board by board and rebuilt in Menasha.

In 1880 the cities of Menasha and Neenah were connected with a rail line across the west end of the Island. A source of

much irritation to Menasha was that it left that city at the end of a spur track from Neenah which was the terminus for the Wisconsin Central. To reach their tracks in Menasha the Wisconsin Central used the Milwaukee & Northern to build the connecting track. This created hard feelings between the two cities for years.

The third depot to be built on the Island was owned by the Milwaukee & Northern Railroad. This small depot (20 ft. x 50 ft.), completed in December, 1882, was located on the east side of the tracks between West Forest Avenue and High Street. It handled both passenger and freight business. It was last used as a freight office in 1960 and is still standing. Today it is home to the Neenah-Menasha Model Railroad Club.

The Chicago & Northwestern Railroad completed a passenger depot (the fourth on Doty Island) on the south side of the tracks, west of North Commercial Street in 1892. Express and baggage areas were built under the same roof. The foundation was of Duck Creek stone with Bayfield brownstone and St. Louis pressed brick being used for the rest of the structure. The roof was black slate with copper trimmings, supported by brackets and projecting out over the walk ten feet. The interior was finished in oak.

There were two especially exciting incidents which occurred in the history of this fourth depot. In November, 1919, the 32nd (Red Arrow) Division returned home from their occupation of the Rhineland after World War I. Needless to say, there were thousands of happy families and friends to greet these men. In October, 1942, the same Division was called up to serve in World War II, and there was a huge turnout to see the troop train arrive from the north. This event, however, obviously did not have the same kind of excitement as the previous one.

The last regularly scheduled passenger train departed this depot on Friday, April 30, 1971, which ended the period of 109 years of continuous passenger service to the citizens of the Twin Cities. It is appropriate that Doty Island's finest depot was the one to have the honor.

Fortunately this important historic landmark is still in existence. In 1991 the depot was sold and extensively remodeled in 1994. The building is now leased to FH&F Integrated Marketing Communications.

Roberts' Resort

Roberts' Resort was located to the east of the present Doty Park. It faced Lake Winnebago so that the view of the visitors was one of the most beautiful. They could see the lovely lake, the Fox River, and a grand forest of elms and oaks across the water.

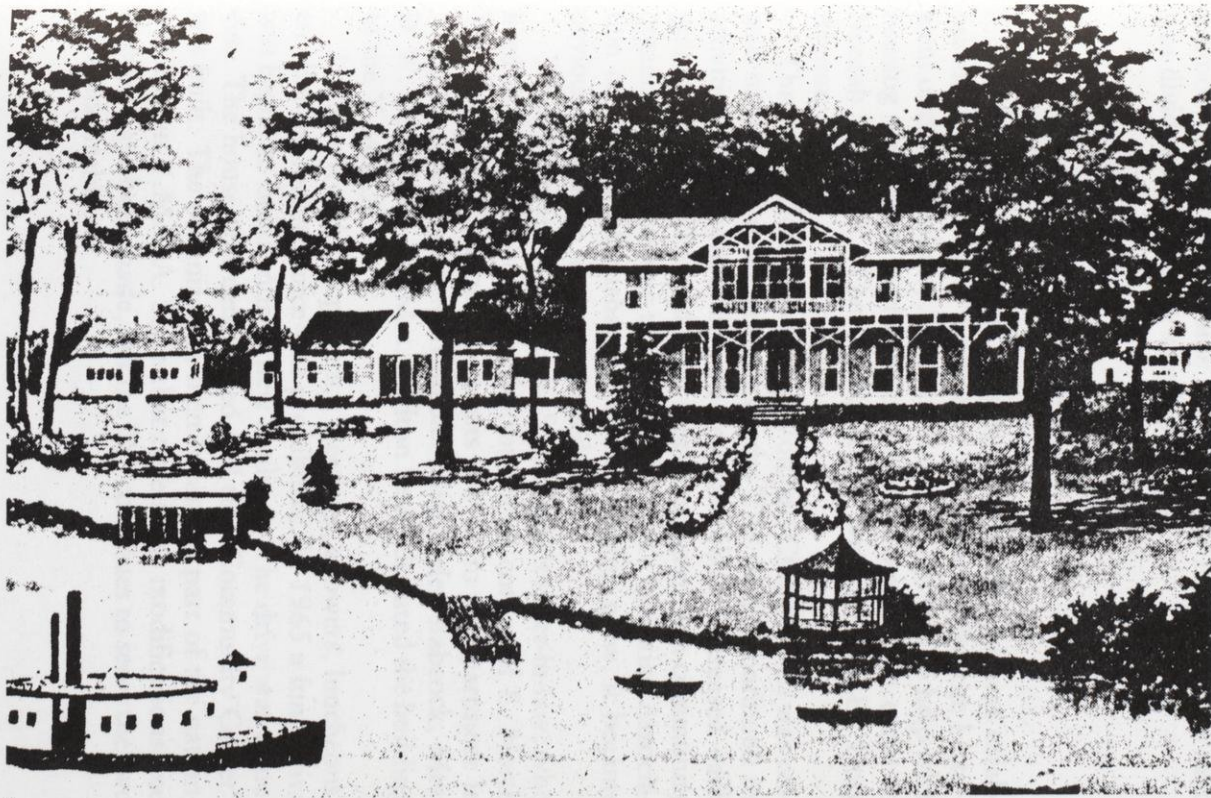
It was built in 1877 by John Roberts, former manager of Menasha's National Hotel. He chose the site in the midst of a natural forest, next to Doty's former home, which he planned to use as servants' quarters. Roberts ran the resort as a vacation paradise for the rich and fashionable who fished, danced, and played.

The hotel was a two-story 43 ft. x 68 ft. wooden structure of 35 rooms with a veranda across the front and a balcony above. An office, parlor, dining room, and several bedrooms were on the first floor. The second floor consisted of bedrooms and suites. Hot and cold baths and "modern sanitary arrangements" were provided. The entire plan was for the comfort and convenience of its patrons.

There were also three cottages for guests who wanted more privacy but with conveniences. The Doty cabin was used as a rainy day place—billiard hall and smoking room—for the men.

Another advertising point was the availability of mineral water which was beneficial for indigestion, dyspepsia, liver and kidney ailments, rheumatism, and Bright's disease. Clients often ordered quantities of this healing water to be sent by express to their homes.

In 1905 the John Strange family purchased the property and remodeled the hotel for their home. The Doty cabin was donated to the City of Neenah in 1925 and moved to its present



Roberts' Resort at mouth of Fox River, Neenah
(From painting by Henry Young)

location. The Strange home was razed in 1965, and the land was divided into lots for development.

Y.M.C.A.

In 1911 the Women's Tuesday Club of Neenah was established. Its motto was: "To further all measures for the betterment of the community." An auxiliary was formed to help with housing and social activities of young women who came to Neenah to work. The headquarters was at 234 E. Doty Avenue.

Three years later the Young Women's Club (YWC) was created to support more general needs. The group continued its activities very successfully. Its responsibilities increased each year, and it was changed from a private group to a community organization, becoming the Young Women's Christian Association of Neenah-Menasha. As its membership grew, it became obvious that more space was needed.

When Margaret B. Christie, S. A. Cook's sister-in-law, who lived in his lovely home on the southwest corner of E. North Water and N. Commercial streets moved to an apartment in 1934, the house became available. Miss Helen Babcock, Mrs. D. W. Bergstrom, and Mrs. Carlton Smith donated the building to the Y.M.C.A.

It was a wonderful place for meetings, showers, luncheons, etc. But the maintenance was prohibitive. In 1965 a fund drive was begun to build entirely new facilities. The drive was a success. The house was demolished and the "Community Center" was built. The organization then became a part of the nationally known Y.M.C.A. Since that time some modifications and changes have been made, but the "Y" continues to serve the two cities admirably.



Neighborhood Stores

Most of the residents of Doty Island kept gardens for fresh vegetables, and some even had chickens, cows, or pigs. However, there were many types of foodstuffs which had to be purchased. There were plenty of those stores over the years. Commercial Street had most of them, but there were a number of neighborhood stores, too.

Neighborhood Grocery Stores (Neenah)

The neighborhood grocer provided the life's blood of every household. He was convenient and was consulted almost daily about meals, recipes, and even family problems. He became a friend of the housewives. The women had more time to shop and enjoyed meeting the neighbors and exchanging news. They usually called the grocer by his first name.

Neenah's Doty Island had two such stores—the Henry Faas store located a block east of Theda Clark Hospital on Lincoln Street and A. A. Erdmann's at 308 Third Street. The latter store was originally operated by a Henry Burr, who was Chief of Police at one time. Henry Cramer took it over from Burr. The senior Erdmann ran the store from 1927 to 1944, and son, Robert, kept it going until 1943 after he returned from military service. Faas was in business for approximately twenty years before World War II.

The availability of fresh fruits and vegetables depended on the time of year. Early Spring brought homegrown asparagus. Then there was the strawberry season. These were delicious, and the customers looked forward to eating them again. Next were tomatoes and cantaloupes and corn on the cob.

Many items like coffee, sugar, dried beans, and peas were

purchased in bulk. Pickles and vinegar were bought in barrels. Lard came in "tubs" and then put into wooden containers for selling.

Usually there was a man who brought large, white fresh eggs. They came in crates holding 30 dozen. They were very much in demand because most women did considerable baking. Sometimes the baker would bring a sample of her culinary art to the grocer for his assessment as to the quality.

Bananas came in 30 dozen crates and came on the stalk. Occasionally a banana spider was included as part of the order, which scared the customers if the grocer did not spot it first. They could be deadly, so each new stalk was inspected carefully.

Coffee was hand-ground with only two settings, fine and regular. Many times the coffee was ground ahead for week-ends or holidays when a busy time was expected.

Kerosene was often used for cooking, so a 100 gallon tank was kept in the basement, and the liquid was sold by the five gallon container.

Potatoes were sold by the pound and were stored in the dry part of the basement. Bottles were the containers for milk, and the cream rose to the top. There was a time when the bottles were shaped so that you could see how much cream there was. A special kind of "spoon" with a curved handle was provided which fit into the narrow part of the bottle so the cream could be poured off without getting any of the milk.

Some stores introduced a charge account service for their customers. The grocer made a list of the items purchased with the price, and a carbon copy was given to them. He kept the original. This was quite a convenience for the housewives.

Delivery service was also offered by some grocers at no charge. Because most families had only one car and the breadwinner drove to work, the ladies loved having the groceries brought to the house rather than their walking to the store and carrying things home. If the grocer provided delivery service, the truck was probably a Ford. Mr. Erdmann also used his truck to transport students to Shattuck High School on cold winter days.

Shortly after World War II, the Twin Cities began to see the coming of the chain grocery stores. The first on Doty Island was the A & P next to the Armory. Later a Kroger store was started on North Commercial Street, and others came into other parts of the city. The big businesses were able to buy in large quantities and thus could charge less for nearly everything. The independent grocer was feeling the squeeze, and before long the small stores were gone.

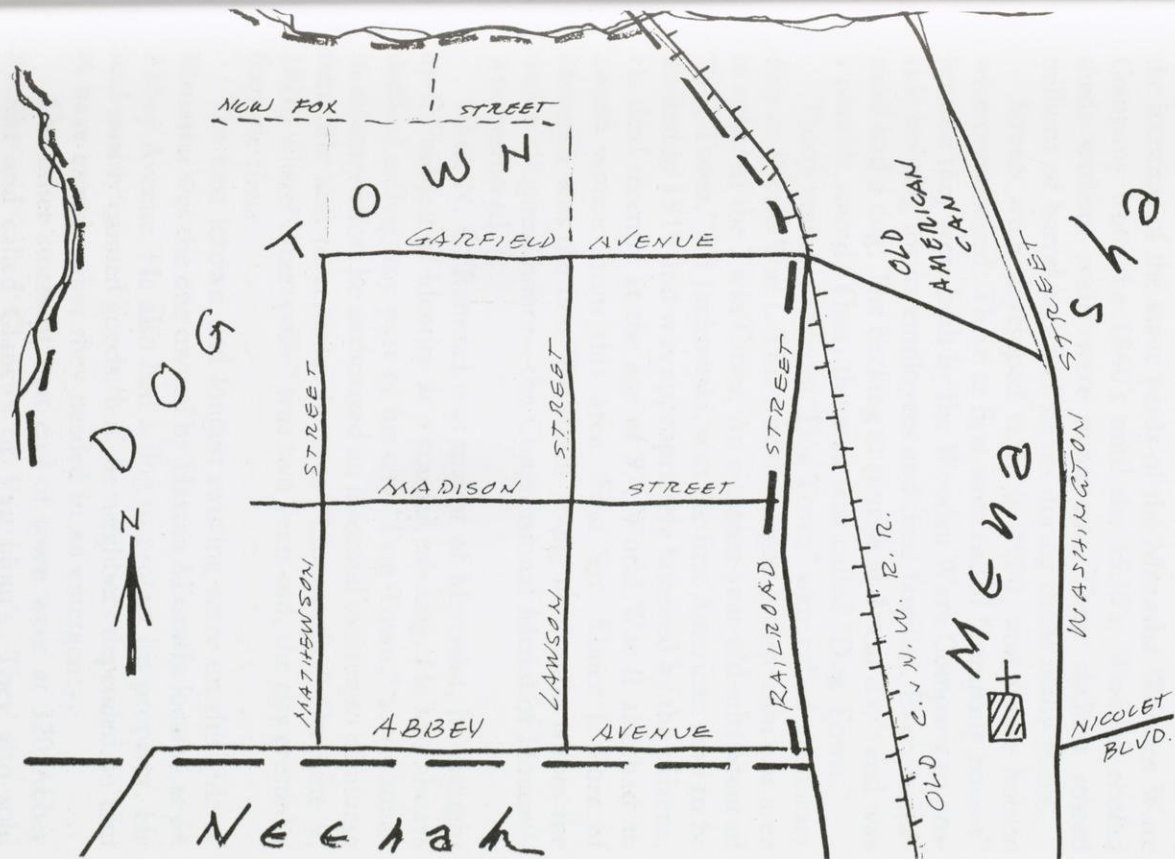
(Menasha)

All neighborhood grocery stores were very much the same in early days. Menasha had five small stores of this kind over the years.

The one which was the largest and which existed for the longest period of time was Kemmeter's located at 303 Ahnaip Street. Peter Kemmeter had worked at the Wooden Ware and had been a shoemaker at Tuchscherer's. He apparently had not found his "niche" in life until after World War I when he built the store. His family lived upstairs and all members helped wait on customers, stock shelves, and whatever else needed to be done. By the time World War II was over, Clarence, the son, took over the running of the store. It continued to do business until the super markets gave too much competition.

Just down the street a short distance was a smaller store at 333 Ahnaip Street. Martin Alberts owned the place in 1924 and for several years. The next owner, a Mr. Roth, ran it for nearly ten years. Other proprietors were Olson, Barwick, Parras, and Lehmann. Eventually it went the way of other privately owned groceries.

There were three more small stores in Menasha which were on the west side of Washington Street in the small unofficial community known early on as "Dog Town." This historic section of Menasha is bordered on the north by the north branch of the Fox River, on the west by Railroad Street, on the south by Abbey Avenue, and on the west by Little Lake Butte des Morts.



Map of area formerly called "Dog Town" in Menasha
(Sketch by Nate Wauda)

A major portion of the area toward the north and west was the location of the stave yards of the Menasha Wooden Ware Company from the 1860's until the 1930's. Wooden roofed sheds without walls were numerous. These shelters stored millions of barrel and pail staves during those many years.

Streets were developed early in 1900, and frame houses were constructed. These at first were called "company houses" because they were built by the Wooden Ware Company to provide housing for its employees and their families. Every homestead had a dog. The barking at sunrise and near day's end was a notable sound. Thus, the area was called "Dog Town."

Thirty young men from "Dog Town" were called to military duty in World War I. This was the largest group from one area in either of the Twin Cities. An eighteen-year-old inhabitant of "Dog Town," Ed Jankowski, was the first American man to be drafted in 1919 and was appropriately honored by the citizens. He died recently at the age of 97. World War II also had an award winner from this area. First Sgt. Elmer J. Burr of Menasha was the first Wisconsin young man upon whom the nation's highest honor—the Congressional Medal of Honor—was bestowed.

When N. C. Remmel was mayor of Menasha, he brought up the subject of identity at a council meeting. He had always disliked calling any part of his city "Dog Town," so to honor its military effort he authorized an informal motion to eliminate that title and to rename the area "Libertyville." On June 9, 1920, when "Libertyville" was two years old, the city erected a flagpole there.

The best known and longest existing store on this side of Menasha was the one owned by Hassan Mastaffa located at 64 Abbey Avenue. He also had a dog to protect his property. He sold mostly canned goods, but the neighbors depended on him to have exactly what they needed in an emergency.

The other stores at that end of town were at 320 Abbey Avenue and called Clancy's or Van Hout's. They also sold mostly canned goods. They would buy a case at a time and restock when that case had been sold. The third was Anderson's on Garfield Avenue, but this only lasted a brief time.



Commercial Street Businesses

Over the years North Commercial Street (formerly Cedar Street) has changed a good deal. In the beginning, it was a residential area, but as time went on it became a bustling street with a variety of businesses. Some lasted a short time, but some remained as long as forty years.

Commercial Street

James Doty had a dream to develop an Island city apart from the two communities on either side of the Fox River. In his plan, Nicolet Boulevard was to be the main thoroughfare in the 1880's. It would extend from Lake Winnebago to Little Lake Butte des Morts. Along the route would be a shipping dock, a courthouse, and a college. Events that followed re-directed Doty's plans and made Commercial Street the main road instead of the Boulevard.

A crib bridge which connected Menasha with the Island was built in 1852. A similar bridge had been erected in Neenah. A road connecting the two bridges cut through the woods. This created a corridor between the two communities which became known as Commercial Street.

In the early years, this street was largely residential except for several saloons and the railroad. Records are scanty as to what commercial buildings were developed before the Civil War. In 1871 assessment records show 22 lots, but only the names of seven owners are listed. By 1929 the City Directory shows all lots used for some type of business.

As retail business grew so did the improvement of North Commercial Street. Beginning with board walks and dirt streets, there followed concrete pavement and sidewalks. In 1905 there was the laying of telephone wires underground to do



Louis Herziger Meats, N. Commercial St., Neenah

away with unsightly poles. In 1938 there was a celebration for the opening of North Commercial Street which included the customary street dance.

Commercial Street seemed to reach the height of importance with the arrival of the railroad on the Island. Retail development flourished after 1885 with the laying of street car tracks. The first street car was horse-drawn with a horse barn on Washington Street in Menasha. Tracks eventually extended from Main Street in Menasha to Wisconsin Avenue in Neenah and to the south shore of Little Lake Butte des Morts. By 1889 the line ran from Neenah to Appleton, and in 1903 it was extended to Oshkosh.

With the introduction of cheaper automobiles the street car transportation came to an end. However, the tracks remained in the streets for many years after that.

Meat Markets

As the population of Doty Island grew significantly, merchants, especially German merchants, were drawn to the area to provide the basic needs of Island residents. Hopes for an Island City began to grow as shopping became easier with the availability of shops. The owners also provided leadership within the district to protect their properties and provide services to conflict with the "mainlanders."

One of the first of the merchants was Louis Herziger. He arrived in Neenah with his family of nine children in 1882. He had been a butcher with his father in Mequon (his gravestone reads "Butcher Louis from Miquon (sic)"). His father had five sons, all of whom became butchers in various cities around Wisconsin. Grandfather Stroebe, a friend, lured Louie to Neenah with tales of the abundance of wild game and fish.

The Herzigers moved into a house on Bond Street and peddled meat from door to door. Housewives would have their skillets red hot waiting for their meat delivery.

After a short time Louie moved his butchering into a former

bakery on Cedar Street, now known as Commercial Street. The large arched windows presented a distinguished appearance in the front facade. The interior of the shop was typical of a meat market in the last century. Sections of the slaughtered animals were preserved in a large walk-in ice box filled with Lake Winnebago ice. Customers chose their cuts from these sides of meat. All parts of the carcass were used. Innards, such as brains and heart, were given away. The floor of the shop was covered with sawdust. This was to absorb the blood and help maintain cleanliness. It was swept out every day. German prints covered the walls to appeal to the German customers. A pair of steer horns hung in a prominent place.

Louie's son, Louis II, took over the operation in 1898 after his marriage to Adella Mielke of Menasha. Running the meat market was a brief occupation for him because he developed rheumatism which doctors claimed resulted from continually entering and leaving the large meat cooler.

He then converted the shop into a dry goods store. This was a foolish venture since he did not know one kind of cloth from another. He then purchased the Stridde truck farm and apple orchards on the east end of the Island which he worked for many years.

Robert Maas, a German, continued the meat market business. Much of his conversation was in "deutsch." His business stay was short, for in 1926 he left for Oregon.

The business was taken over by C. A. Schmidt at the same location. It was known as the Island Meat Market. A glass case for the bookkeeper had been installed but used only for a short time as the bookkeeper left town.

For a brief time the Ginke family continued the meat business until they moved to Tauber's Market on the corner of Forest Avenue and Commercial. The Ginke operation was entirely a family affair as the three girls and a son clerked in the shop.

Tauber had built the shop some time in the 1920's. The house which had stood at that location was moved to the next lot and became the home of the Taubers. The meat market held

the latest equipment and display cases. Refrigeration had greatly improved and meat could be safely displayed.

A new innovation was the presence of Mrs. Tauber. It was an uncommon sight to see a woman behind the counter in a meat market. An additional feature of the shop was the outside drinking fountain on the corner. The fountain functioned by pressing on a foot pedal. One could always find Officer Halverson of the Neenah Police Department at his post on the Tauber corner.

Stilp Grocery

The John Stilp, Jr., grocery business was started in 1896 with the construction of a two-story building at 221 N. Commercial Street in Neenah. John and a staff of three provided in-store service to walk-in customers from the Doty Island area. Delivery service was also available by horse cart. Actually, there were two horse-drawn carts which performed that service on a daily basis. The horses and carts eventually gave way to a truck, and by the time another generation came along to get a driver's license for delivering, there was a 1939 Ford to drive.

The usual orders for eggs, milk, cheese, and bread were delivered both in the mornings and in the afternoons. Deliveries were as far ranging as the Waverly Beach area, with special delivery at times to the northeast end of Lake Winnebago, as well as the Island customers.

The availability of bulk purchase of beans, rice, flour, and sugar was the order of the day. Children, on their way to school in the morning, would love the chance to pick out "penny" candy for their treat at recess time. Customers could also purchase vinegar and fuel oil by the gallon if they had their own containers. Things that needed refrigeration were kept in walk-in coolers, and a truck came on a regular basis to bring chunks of ice from the ice house for those coolers.

The independent grocer was the mainstay for the neighborhood. Allowing customers to buy on time was an accepted prac-

tice. Trust was the key between grocer and customer, and rarely did anyone lose out. The Stilp Grocery was known to many as a place to do business when funds were short.

This practice continued when Ivan Stilp took over in March of 1925. Ivan not only served the customers in the grocery business, but he also served as an alderman of the Third Ward. As times got tougher because of the depression, people were hard pressed to pay their bills. Eventually things got better and jobs were available to those who wished to work. Some bills were carried on and on with only a dollar or two being paid on the balance each week.

Then the Second World War came with shortages of everything from butter and sugar to cigarettes and gasoline. Coupon books and ration stamps and records to keep added a significant burden to every day's business. Those were not pleasant times for anyone.

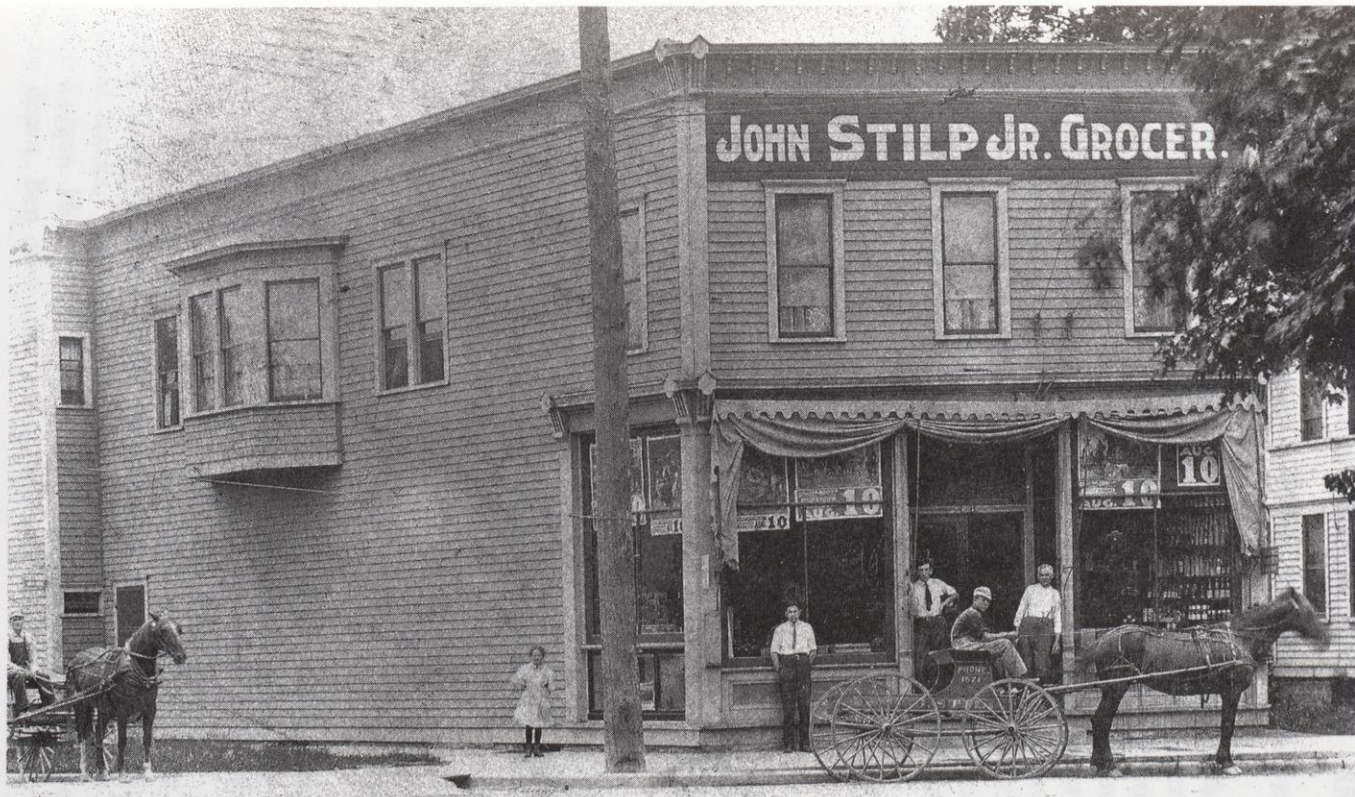
With the advent of big business, times began to change. Chain stores and shopping malls began to appear. The independent grocer was unable to compete with their prices. Big business could purchase by the carload while independents tried to stay afloat with a variety of grocer associations. This kept many alive for awhile.

However, the "handwriting was on the wall," and the independent grocer was usually forced out of business. In November, 1946, Ivan Stilp sold out his stock and fixtures. The Stilp Grocery, after 50 years of service to the people of Neenah and Menasha, was no more.

Other Food Stores

Although the Stilp Grocery store was in business longer than most, there were a number of others which gave it competition from time to time.

In 1905 there was an Island Grocery and the People's Cash Market at 303 and 327 N. Commercial Street respectively. In the 1920's the Depot Grocery on the north side of the railroad



John Stilp Grocery, N. Commercial St., Neenah

tracks and the Hoffmann Grocery at 317 N. Commercial were available to the citizens of Doty Island.

In the 1930's food of various kinds was at the Island Fish Market and the Abrahamson Grocery. By the '40's the bigger chain stores began to appear. The A&P moved in next door to the Armory. The Kroger Grocery came. It stayed for less than ten years when the Red Owl took its place. The Island Super Food also began business on N. Commercial Street during that period but did not last long. However, the Arcade Fruit & Vegetable Market became very popular. This, of course, was because of the excellence of its produce. It kept its following for over 25 years.

Bakeries

By 1928 housewives were not baking as much as they formerly did. Breads and other yeast products were in demand. Commercial Street bakeries answered that need.

The Island Bakery owned by Albert F. Koser was located at 306 and the Ideal Bakery operated by Edwin C. Tyrriver at 328 competed for more than 40 years for the business. Koser also operated a "branch" bakery on Main Street in Menasha for a period of time.

Barber Shops

Although mother and dad usually cut the hair of the children, the man of the house liked to frequent the barber shop. It was the best place to exchange viewpoints and to find out what was going on in the lives of neighbors and friends.

One of the early barber shops was located on North Commercial Street between Forest Avenue and the Northwestern railroad tracks. The single barber, with one chair, was Benjamin Kolgen. He and his family of several children lived close to the depot. Ben died after a long term of barbering.

The second oldest barber with a single chair as a starter was Bill Jensen. His shop was in the historic Herziger Building on North Commercial Street. Ed Farrell began his barbering career with Jensen who ended up on the mainland in the 1930's. In the forties the shop was Farrell and Killoren.

The Island Barber Shop at 319 N. Commercial, run by Mil-lard C. Matthews, was a long-time business, beginning in 1928 and running to the early forties. At 313 N. Commercial was the Bungalow Barber Shop. Bert Rouse was the owner in the early 1930's and Norris Madsen carried on for several years after that. Harry Nye was another well-known barber in the area during this period of time.

Today Al's Barber Shop occupies the Herziger Building and is the only barber shop on Doty Island.

Comfort Beauty Shop

For the same reasons that the men went to the barber shop, the ladies occasionally visited beauty shops. For many years the Comfort was the only one available.

The Comfort Beauty Shop was started in 1920 at 303 N. Commercial Street by a Mrs. Pearl. The building's cornerstone reads "1893." Al's barbershop was in the two-story brick structure at the corner of E. Forest Avenue and N. Commercial, and there were apartments above. The owner was the barber, Al Baudhuin. A bakery and a butcher shop first occupied the space later used by the Comfort.

In the beginning, there were only two employees, but they did the usual things for the ladies of Neenah—hair cuts, shampoos, manicures, beauty treatments, dye jobs, and permanent waves. The latter "beautifier" was a fairly new innovation at that time, and the victim looked as though she were being tortured by some weird instrument while getting the "perm."

First the hair was washed and divided into tufts. Each tuft was then put through a hole in a metal disc the size of a quarter. Then each tuft was wrapped around a metal rod about four

inches long, and the rod was fastened in some way to the disc so that all of the rods stood straight up all over the head—like a frightened porcupine.

Then a machine was rolled over behind the lady and each hair-covered rod was inserted into one of the many hanging metal tubes. Now it was time for the electric heat to be turned on. The operator walked around and around the “martyr” with a hand-held fan to shoot some cool air onto the scalp in case one of the hot tubes touched the skin or there was an “ouch” or a pointed finger to a burning spot. Obviously, it was important that the customer sit very still while the heat was on, so it was anything but a restful happening. IT WAS AN ORDEAL!

Finally, after a seemingly endless period of time everything was undone—tubes removed from the upright rods, hair unwound from the rods, machine moved away, and the hair washed and “set.” For all of this discomfort and time, the desire to add to one’s beauty only cost \$5.00. Of course, many girls saved small change for some time in order to afford such a luxury.

Not only the females patronized the shop. Col. John Sensenbrenner regularly had his nails manicured. The most interesting part of this memory is that the service was given while the Colonel was sitting at a table right in the front window.

Of course, one of the unmentionable fringe benefits was the exchange of “news” among the customers and operators. Any little gossipy tidbit was told and heard with relish and remembered for passing along to friends via telephone or at the next ladies auxiliary meeting.

The Comfort Beauty Salon continued to serve the ladies of the area at this location until 1993 when the business was moved to Main Street in Menasha. The main reason for the change was the need for better and more parking for the customers.

Automobile Service Stores

As soon as the use of automobiles became commonplace, the businesses which serviced those cars and their owners began to spring up.

In 1918 the first "filling station" was built where Nicolet Boulevard, First Street, and North Commercial Street converge. Standard Oil Company owned it. Two types of gasoline were sold: "high test" (today's premium) and "low test." Motor oil sold for 20¢ a quart and gasoline was 40¢ and 50¢ a gallon. In 1939 the prices for gasoline were 14¢ and 12¢. Gasoline was pumped by hand. The "lift" for cars was an excavated area where one could work beneath the vehicles.

In the 1920's George Sande and Fred Abendschein built a large garage and sales room on North Commercial Street's east side between Forest Avenue and East North Water Street. It was called Tri-City Nash and featured Nash and Rambler automobiles.

Little by little more stations were built on the Island. Wadhams Oil Company had a station at the corner of High and N. Commercial streets. Later, the name became Mobil Oil Company. Neenah native, Willis Harper (Boots) owned and operated this station.

A third service station was built in 1930 beside the river at the north end of the Fox River bridge on the Island. The brand of gasoline which was sold was Deep Rock.

Everett Mason built and managed a station for gasoline only on N. Commercial across from the Durham Lumber Company. The brand sold was then Cities Service, later Citgo.

There were a number of other stores that catered to automobile owners. Frank Stanelle had a car battery service. "Wash" Collipp and a Vogel sold batteries. Then there were Craig Bros. Co., Dunlap and Rubber Co., Square Deal Garage, Frank Schneller's Super Motor Service Co., General Auto Service, and Faust Motor Co. The longest surviving garage was Jaeger and Dowling near the Boulevard. Although the name was slightly changed over the years, it remained basically the

same and sold Fords. Citizens were familiar with that name and heard it often for about forty years.

Island Drug Store

The Doty Theater building had been built shortly after the turn of the century and was attached to a corner building which served as a taproom on the northwest corner of Forest Avenue and North Commercial Street. It was reported that prior to the erection of the two buildings, a cannon from an unknown war was on display in the empty lot.

After the Doty Theater closed in 1926 the taproom was converted into a drug store—the Island Drug Store. Ideally located near churches, it was a convenient place to stop for prescriptions, greeting cards, and personal items after church services. In the later years the soda fountain became a popular place for housewives to gather for a daily coke and to share neighborhood news. However, the specialty was milk shakes. Store operators over the years included Charles Williams, in the 1920's; Elwers and Schroeder, in the 1930's; Bob Ebert and Tom Sensiba. In the late thirties Albert Hidde ran the store for a couple of years before he started his drug store in downtown Menasha.

Recently a grant has enabled a new owner to convert the drug store into a lunch room accessible to the adjoining building which formerly housed the theater. The original wood paneling of the taproom remains today.

Hotels

The first hotel on Doty Island was built in 1873 and called the Island House. It was located at 401 N. Commercial Street, right across the street from the railway station. It was thought desirable to have lodging accommodations near a train station. In 1904 it was the Hotel Gehring, George Zimmerman,

proprietor. He ran it for over twenty years, catering to train passengers and circus people.

The name of the hotel changed with the change of owners, which happened often over the years. During prohibition it was the Island Hotel and advertised "restaurant and soft drinks." After prohibition it kept the same name except it was advertised as a "tavern" with the hotel.

The name which people remember the best is the Hart Hotel which came about when Ben Hart took over at the beginning of World War II. Ben died in the late 1970's, and the hotel was sold. Soon it became more of a boarding house than a hotel and not long afterward it burned and was never rebuilt. In its place a parking space was created.

There were some short-term hotels across the street, one being the Hotel Cook in 1905, and one which was north of the tracks—Ogden, Union, or Hesse—but little is known about them.

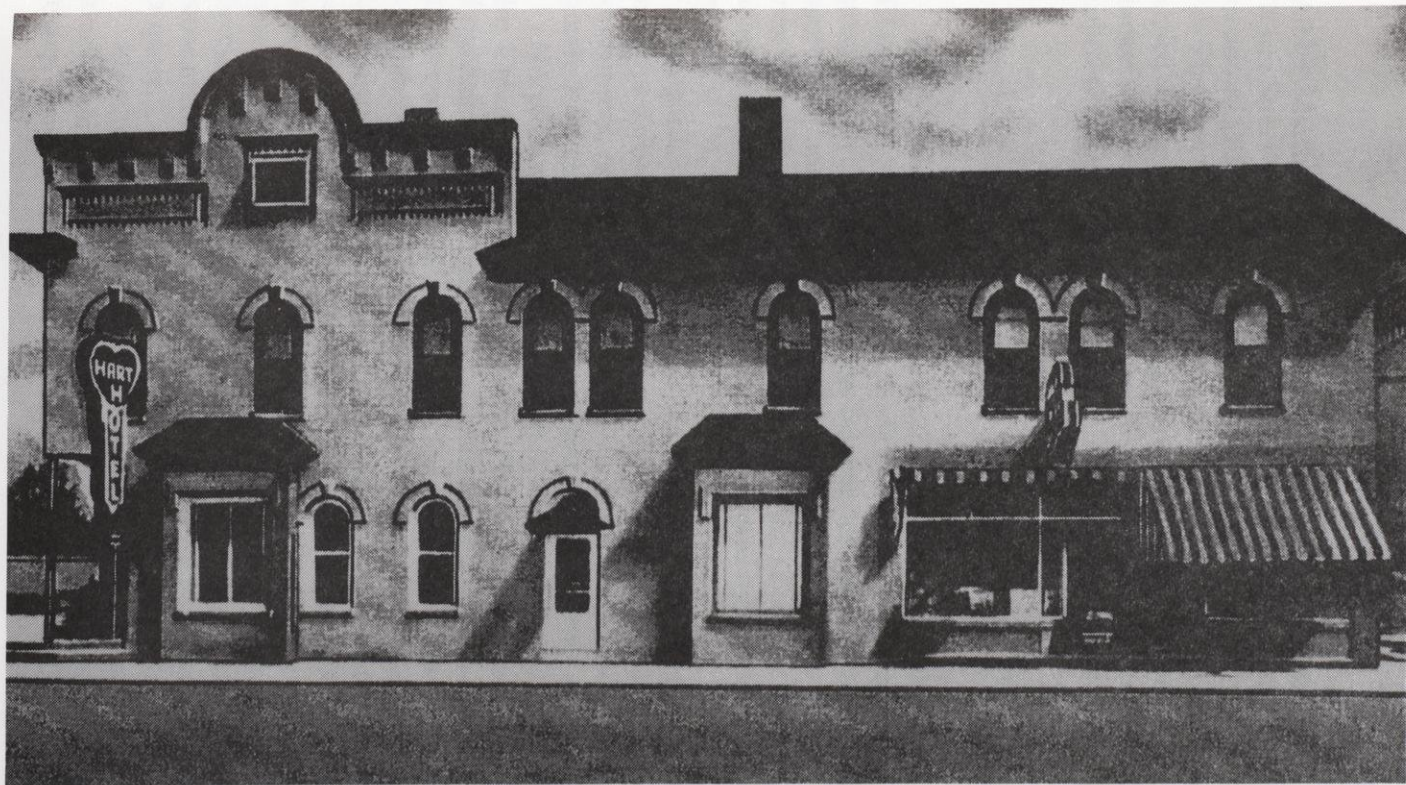
Lunch Rooms / Restaurants

At one time people usually ate all of their meals at home, and the lady of the house did all of the cooking. Times began to change and occasionally someone would want something to eat in the evening—after a bowling game, for instance. Or maybe mother wasn't feeling well and someone could bring something home to eat.

There were a few places which would fill these requests: Len's Grill, Al's Minute Lunch, Martin's Cafe, and Ideal Lunch. The hotel and the Doty Gardens also served food in connection with their bar business.

Matthias Popcorn Stand

One of the smaller businesses (but well remembered) on N. Commercial Street was the little popcorn stand operated by



Hart Hotel, N. Commercial St., Neenah

Albert Matthias on the east side of the street between E. N. Water Street and Forest Avenue. It was in existence from 1934 to about 1947.

The next year there was a new owner and a new item was added to the ever-popular popcorn—ice cream. There was no longer the popcorn wagon. It was replaced by a small store called the Valley Queen Popcorn and Ice Cream Stand.

Stecker and Schmidt Ice Cream Parlor

As the Island became more populated after World War I, Commercial Street, Neenah, and Washington Street, Menasha, grew rapidly. Pioneer Islanders became less self-sufficient and more and more dependent on the products offered in the business districts. The residents began to take advantage of those items once prepared at home and now offered by business enterprises.

A significant change in life-style was caused by the establishment of assorted entertainment. Saloons came with railroads, restaurants, pool rooms, billiard halls, the movies, and, in later years, a bowling alley and a miniature golf course.

No place was more popular than the Stecker and Schmidt Ice Cream Parlor located at 326 North Commercial Street. Established in the late 1920's, it continued to serve its customers until the 1930's. The soda fountain was in the front on the right side of the store. In the rear were small round tables, typical of the period. Going to the parlor was a real treat for children. To go to the rear of the store, sit at a table, and be served a glass of water before placing one's order was indeed special. A "Tin Roof," ice cream with chocolate sauce and Spanish peanuts sprinkled on top, was always a favorite. The store made its own ice cream which sold for 25¢ a pint and 50¢ a quart.

Merchandise was stocked according to the season. Fire crackers and sparklers appeared in July and Valentines in February. New Wrinkly Cracker Jack was displayed in December.

This was an unusually exciting item because of the prize that was always included in the box.

Also available were cigar products, dime novels (especially Nick Carter, Detective) and an assortment of candies. An added convenience was a Sears Roebuck catalog which could be studied at the customer's convenience. Orders for the items which they chose could be placed by the store and delivered there where they could be picked up by the one who had wanted them.

A popcorn stand was inside the store during the winter, but it was moved outside as soon as weather permitted. A small bag was 5¢ and a large one 10¢.

A large open area next to the store served as a baseball diamond for neighborhood boys until one of the batters broke a window.

Howard Schmidt, son of one of the owners, was an outstanding basketball player at Neenah High School about 1929.

Other Businesses

Over the years there has been an assortment of small—or not so small—businesses on North Commercial Street. The food stores and some of the others are well remembered because they were visited frequently. But what about the others? Some came and went with only a few people noticing, but the many years involved gave the opportunity for some less successful stores to appear and disappear. Of course, some stayed for a long time, and the owners became friends of everyone.

Following are the names of many other businesses located on this street at various times. The names of some stores are self-explanatory, but others do not give a clue as to what the operation entailed.

Livermore & Sons
Sieloff Shoe Repair
Josephine Garton Milliner

Beaumonde Shop Milliners
Wm. Garton Upholsterer
Edgerton Furniture

Gift & Greeting Card Shop	Singer Sewing Machine Co.
Green Lantern Gift Shop	Stier Tea Co.
Island Tailor Shop	Island Shoe Hospital
W. J. Durham Lumber Co.	Keil & Werner
Ernst Glatzke Tailor	Wolthuis Sheet Metal Shop
Mathieu Studio	Tabloid Publishing Co.
Larson-Schreiter Furniture	Warren Pump Supply
Appleton Engraving Co.	Earl Litho
Appleton Post-Crescent	Twin City Finance Co.
Wisconsin State Employment Service	



Washington Street

Because of the short distance between Nicolet Boulevard and the river, Washington Street in Menasha never developed as an important business district, even though it was an extension of North Commercial Street in Neenah.

On August 20, 1929, the *Menasha Record* stated: "A huge neon electric sign is to be erected at the intersection of Nicolet Boulevard and Washington Street by the municipal lighting plant. It will have 'MENASHA' in 2 ft. high letters with its slogan, 'THE INDUSTRIAL CITY,' above the word 'GREETINGS.' The inscription 'GOOD LUCK' will be on the other side."

It had been anticipated that Highway 41 was going to be rerouted through Menasha and across the new Tayco Street bridge. The City Fathers felt that Menasha needed something to attract travelers, and they had considerable discussion about such a sign. The cost was to be paid through the water and light fund. Subsequently the order was given to a steel company in Chicago. Labor Day was to be the deadline for delivery and installation.

The deadline date was coming closer and everyone became nervous, particularly J. H. Kuester who was to supervise the erection. Finally, a Wheeler truck was sent to Chicago to pick up the sign, and it was in position for the dedication of the new bridge. However, the wording was not quite like the newspaper had described. It read:

MENASHA
GREETINGS
The Industrial City



Electric sign, Washington St., at entrance to Menasha

Funeral Parlors

In 1876 Tyler D. Phillips and Philo Hine opened a furniture store on Menasha's mainland. Not long after that the business was enlarged to include undertaking. Tyler had charge of that division. Eventually he became well-known in the funeral industry, including holding the position of Winnebago County Coroner and President of the Wisconsin Funeral Directors Association. He was also active in community affairs and served as an alderman and a volunteer fireman.

Although he did most of his funeral business at 546 Water Street, he did the embalming in his home on Ahnaip Street. The large front parlor to the right side of the house was arranged for that purpose. When the house was sold in 1956, the new owners found, besides other evidence of this fact, a kit which contained bottles which had held embalming fluids.

Tyler's son, Everett T. Phillips, carried on the profession for a number of years.

In the early 1940's, the Pelton-Eckhardt Funeral Home became the only one on Doty Island, and advertised that there was a "Lady Attendant Available." It was located in a house that was just north of the Episcopal Church, 234 Washington Street, Menasha.

A year or two later the partnership was apparently dissolved, and Lyle B. Pelton was listed as the funeral director. However, the competition from similar businesses in both Menasha and Neenah which had been established for many years must have been too great to counteract. Within five years it was no longer in business.

The Kurbstor

The only place to get a cold, non-alcoholic drink and a hamburger in Menasha's part of Doty Island was at the Kurbstor. The location was 222 Washington Street, the present site of

a medical clinic. It was started as an A&W Root Beer stand. After prohibition had been repealed, a thirsty patron could buy a "pony" of beer to take home. However, the 1934 City Directory does not list the Kurbstor under "Taverns." It is under "Restaurants and Lunch Counters." Sometimes it was called the "Kurbstor Gardens" because some of the metal tables and chairs were placed behind the small kitchen in a trellised terrace so customers could eat outside, weather permitting. There were stone walkways and some landscaping which beautified the area.

Howard F. Merrill was the proprietor, and he and his wife lived at the same address for the first few years after the building was erected and the business was established. They found a variety of promotional schemes. One of the ideas was to bury a man alive about three feet down with a glass cover on his "coffin." This brought in many curiosity seekers. A number of people are still alive who remember being taken by their parents to look down at him.

The Kurbstor existed for approximately ten years during the thirties-forties period.

Washington Street Historic District

The Washington Street Historic District is located on the Menasha side of Doty Island on the main highway between Menasha and Neenah, State Highway 114. It consists of two Period Tudor Revival commercial buildings situated on the southwest corner of Washington and Garfield streets. Originally the area was part of the Menasha Woodenware Company stave yards which were no longer needed after they converted their production from wood to cardboard containers.

In 1928 the company hired Henry Auler, an Oshkosh architect, to design a business district in the "English style of architecture." There was to be a theater, a garage, and store buildings. The decision to create this alternate business district was motivated by the fact that Highway 41 had recently been

rerouted through the city. However, shortly after the plans were submitted, the Brin Building was erected which included a theater and stores.

The result was a change in plans. In 1930 the Northwest Electrotpe and Engraving office and plant were built. The lower walls of the office were red brick with half-timbering with stucco infill at the top. The entry was stone with a Tudor arch, and windows were framed in stone. The interior on the first floor had stucco walls, beams, and dark woodwork. The red brick was attached at the back. Today it houses The Restoration.

Verbrick's gas station was built in 1935. It was a one-story structure with brown brick walls, concrete foundation and slate roof. The front showed three overhead garage doors and to the right was an entry to a small corner office. Three eyebrow dormers gave the east facade an unique appearance. Obviously, there were gasoline pumps in the front, but those have been removed, and the underground tanks dug out.

The rest of the planned district was never completed. The balance of the Woodenware stave yards property was purchased by a packaging company (later the Marathon Corporation) for a plant that was built in 1947.



Industries

The man of the house had a wide choice of places to earn a living. Even the maiden ladies and widows found available employment. There were plenty of prosperous industries.

Banta Publishing Company

George Banta, Sr., was born in Kentucky in 1859 but spent most of his childhood in Indiana. As a teenager he bought his first small hand-press and published a neighborhood paper. At Indiana University he studied to become a lawyer but failed to pursue that field after graduation. He was a born salesman and upon graduation became a salesperson for the Phenix Fire Insurance Company. He threw himself into his job with energy and perseverance which soon saw him appointed head agent for the entire State of Wisconsin.

It was this job which brought him to Menasha. Here he met Ellen Lee Pleasants. Her family had migrated from Virginia and had purchased numerous tracts of land on Doty Island. Ellen and George married in 1886 and settled on the Island on Naymut Street. Their home is still standing and has recently been restored.

The Banta Publishing Company began with George, Sr., setting up his printing press in the dining room of his home. Ellen soon had it moved to a woodshed in the back yard. The shed burned and forced the move to the Masonic Block on Main Street in Menasha. When the company had expanded to the entire block, it was decided to build elsewhere. A new and larger building was constructed on the corner of Keyes, Ahnaip, and Mill streets in 1910. This structure has been enlarged several times through the years, but the main office remains as it was originally built. Another plant was built on Midway Road.

George Banta, Sr., died in 1935, but he had been unable to work for many years before that. His wife, Ellen, managed the Banta Company for a period of about ten years while George's health kept him from participating actively in the business. It was she who led the company into the "Big League."

George Banta, Jr., and Richard E. Thickers took over the business with the philosophy of "hire good people, pay them well, and leave them alone."

The invention of the linotype and monotype some ten years or so before the company was founded lowered the cost of typesetting dramatically and made the printing of newspapers, magazines, and books much more affordable. It did not change the rarity of fine quality typesetting. Banta specialized in high quality typesetting, building a work force of typesetters and proofreaders for fine periodicals and books. Banta's high quality and technical expertise, especially in mathematical and foreign language, was matched by few other printers.

Because George Banta, Sr., had been an amateur editor of his fraternity Phi Delta Theta magazine, "The Scroll," he was attuned to the challenges of non-professional editors of non-profit publications seeking to assemble an attractive product.

The Banta Company was an early designer of workbooks for schools. Major educational publishers were not interested in a one-use book in which answers were written. The problem was that at that time people generally neither wrote in books nor threw them away after one year's use. Banta's head start in printing workbooks, coupled with the fact that workbooks were often of a different size than produced by the printing and binding equipment used by other textbook publishers, led Banta to become a major (and for many years the dominant) producer of workbooks.

When Banta ordered the first web-offset press in 1938, no other major educational printer believed this method had any promise. While other printers thought web-offset lithography had no future, Banta and the various ink, chemical, and photographic suppliers kept working on improving the quality. Banta had a definite advantage when other companies began using this method throughout the world.

Because of the long apprenticeship period, typically six years, needed to master the various printing trades, Banta's rapid expansion would have been difficult without the Menasha High School printing department. For many years, a large proportion of Banta's skilled tradesmen was made up of young men who got a head start to their careers with several years of Menasha High School printing classes taught by Harold Griffith.

George Banta, Jr., lived for many years on Park Street on the Island next door to his co-worker and friend, Richard E. Thickers. Later George built a plantation style home on the shores of the north branch of the Fox River. He walked to work every day from either of these homes, and picked up litter along the way past Smith Park and along Keyes Street.

Edgewater Paper Company

In the early years of this century a number of industries began functioning on Doty Island. Among them were Neenah Brass Works, Jersild Knitting Company, Durham Lumber Company, Twin City School Supply Company, Home Fuel Company, and Edgewater Paper Company.

Edgewater Paper Company was one of the earliest. Founded and owned by Gavin Young, Sr., it was located on the north side of Garfield Avenue between two railroads, the Wisconsin Central (later Soo Line) and the Chicago and Northwestern several blocks east. Mr. Young was a pioneer in the manufacture of "sticky paper." Rolls of brown kraft paper were obtained from the original Thilmany mill in Kaukauna. These rolls were processed with a thin layer of animal glue to create strips of glued paper of various widths suitable for use in binding and sealing boxes. Moisture applied to the glue side of the paper strips caused a firm strip of material having many uses, primarily in wrapping and packaging.

The senior Mr. Young invented a most effective wrapping material that was waterproof. In fact, the product was sold in

great quantities under the name of "Edgewater Waterproof Paper." Mr. Young had a seventeen year patent which allowed him exclusive product development and sale.

Again, the brown kraft paper from Thilmany was used. In this new process the paper was laid out in two sheets containing a black asphalt material in between. This three layered sheet then provided an absolutely waterproof product.

For several years the asphalt was shipped to Garfield Avenue in black 55 gallon steel drums. Youths living in the area were given the empty barrels. After the boys cleaned the insides, the barrels became buoyant makeshift watercraft for use in the nearby north branch of the Fox River and in Little Lake Butte des Morts.

Business was good. Edgewater Paper Company was the first such manufacturing company in the State of Wisconsin. Mr. Young's two sons, Gavin, Jr., and Dudley, grew up with the business and helped make it a success.

The present day Akrosil Corporation occupies the original site of the Edgewater Paper Company.

Gilbert Paper Company

William Markely Gilbert was one of the five children of William Gilbert of Philadelphia. It was he who first arrived in Wisconsin prospecting for paper at the age of 29. In 1882 William Markely Gilbert and George Whiting became partners in a new paper mill known as the Gilbert-Whiting Paper Company. Their partnership lasted only four years for in 1886 George Whiting bought out the company. The following year William Gilbert established the Gilbert Paper Company with his four sons, William Markely, Albert, Theodore, and George. The new company's total capitalization was \$100,000. Of his sons, only William Markely and Theodore remained in the business.

William Gilbert, the elder statesman, applied his considerable business acumen and financial skills to develop his new

enterprise. His son, Theodore, would oversee production and son, William Markely, would provide the drive. This was the eighth paper mill in Neenah-Menasha.

Located between Ahnaip Street and the Lawson Canal which ran under the corner of the mill, it housed wheels, shafts, and belts on the underside. The mill was completely symmetrical and efficient. It opened in 1887 with the capacity of five tons of paper a day and by 1929 it produced 20 tons a day. Gilberts introduced the use of rags in paper making. In 1920 the present day office was built on Ahnaip Street.

In 1890 Paper Trade News stated: "One of the most complete and perfect paper mills in the country is that of the Gilbert Paper Company at Menasha, Wis., and which is devoted to the manufacture of tub sizes, machine dried, plate, and extra sized and supercalendered book paper."

The mill's emphasis was to be on quality-high-grade book paper and high-grade writing paper. The Gilbert Company always emphasized quality. The family members who dominated the second generation management and the people who were hired were all-important to the success of the company.

William Markely Gilbert was followed by his son Albert Clarke Gilbert, known as "A.C." He inherited the Gilbert energy and was noted for his concern for the people of the company. In 1932, during the depth of the Depression, he shut down the machinery and gathered the employees to tell them that business was bad, orders were few. No improvement was in sight but, he said, the mill would continue to run three days a week. Nobody was going to lose his job or get laid off. They weren't.

In 1922 the company began making stamps and currency for China. Later in 1963 and for several years thereafter Gilberts made paper for U.S. currency for the government.

In World War II, 82 Gilbert employees served in the armed forces. Three died. At this time the demand for paper soared and a shortage of wood pulp hindered production.

Four generations of Gilberts directed the company from its founding in 1887 to its acquisition by the Mead Company three-quarters of a century later.

Most of the Gilbert family who remained in the area lived on the Island on Forest Avenue or Ninth Street in Neenah or on Nicolet Boulevard in Menasha.

In the mid-1940's Gilbert Paper Company had a very attractively landscaped pond to the south of the office which attracted wild ducks. The company maintained the pond even to the extent that the water was kept open all winter by means of a steam pipe. Most of the children in the area had, at some time, been taken there to feed the ducks and watch them. The ducks did not have to depend on hand-outs from locals, however; the Gilbert Company management saw to it that no duck went hungry.

Island Paper Company

The first paper mill in Menasha was built in 1876 on the northern channel of the Fox River by Reuben Scott, Henry Hewitt, Jr., and other stockholders. They bought the Dutchman and Potter sawmill and converted it to the new Menasha Paper Company which made wrapping paper.

The company made money for a year and then began to have financial difficulties. First it was leased, then went into receivership in 1879, then sold, and finally newly organized as Menasha Pulp and Paper Company. This time Hewitt and Scott were the sole owners. In 1884 the mill closed and the equipment sold.

In 1888 a group of investors built a new paper mill on the site and Charles Howard came into control and called it the Charles W. Howard Paper Company. He then sold out to some Oshkosh capitalists who went bankrupt. In 1898 he regained the property and rebuilt and added an extensive sulphite plant so that a heavy strong manila wrapping paper could be made from hemlock logs. The mill was operated with great success until 1905 when it was sold again. It used both water and steam power and ran 24 hours a day. It even had a sprinkler system. This time it was sold to the Island Paper Company which was controlled by Duncan T. H. MacKinnon and Alexander Noble Strange.

Alexander Strange was born in Menasha in 1856. His education was in local elementary and high schools. He married Jane Chapman, a very talented and colorful person. She loved people and entertained lavishly. She wrote the lyrics for a song used in 1912 for the Menasha Homecoming celebration. Eddie Hanson, the organist at the Doty Theater in Neenah, wrote the music.

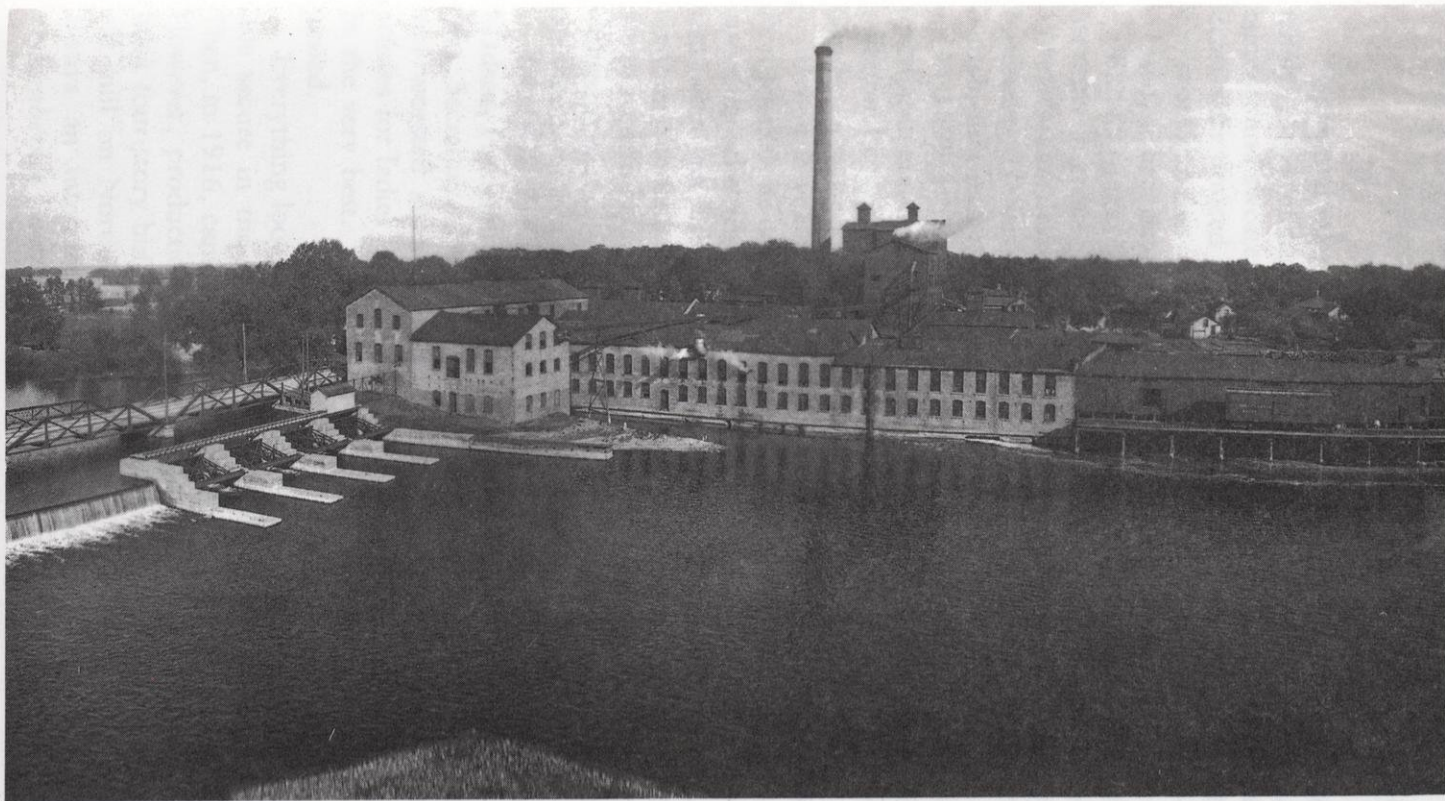
For a time Alexander moved to Watertown, Wisconsin, where his father-in-law operated a woolen mill. Alexander managed the plant until 1895 when he returned to Menasha and managed the John Strange Paper Mills which his brother owned. This did not work out well, so he and others established the Island Paper Company which bought Howard's company. They stayed in business until the 1920's, making corrugated paper which aggravated the citizens because of the odor which it emitted. They called it "strawboard."

Alexander built the home at 515 Keyes Street in Menasha. They had only one child, a son, Alexander Thomas, who carried on the ownership and control of the Island Paper Company when he grew up. When he married, he and his wife moved in with his parents. They continued to live there even after their two children, Jane Clair and Alexander N., were born.

The Jersild Knitting Company

In 1901 the Jersild Knitting Company was incorporated under the laws of the State of Wisconsin with Jens Jersild listed as president. A small building located at 329 N. Commercial Street, which had previously been St. Patrick's School, became the headquarters for the business.

However, the industry had actually been an unrecognized vision almost ten years before when Rev. Jersild, an ordained minister, was serving Our Saviour's Danish Lutheran Church. He had also founded the Jersild Publishing Company in 1882. Then he had become fascinated by an old knitting machine. Possibly his brother, who was a knitter, got him interested in this art.



Island Paper Co., dam, and sluice gates in Menasha

The annual salary of the minister was a mere \$400, and his family was growing steadily, so Jens began knitting socks, mittens, and sweaters for the family. Soon his sturdy, well-knit items were noticed by friends and neighbors and he had more and more requests for expanding his talents. As the demand increased, it became necessary to increase the operation.

By 1897 Jens had to make a choice between the church and his other interests. To provide for his large family, he left Our Saviour's and devoted himself to the publishing and knitting businesses. However, he continued to serve another Lutheran church on a part-time basis.

In 1899 Jens traveled to Denmark to study professional knitting operations, to learn new techniques, and to purchase additional equipment. Upon his return, he went into the knitting business on a permanent basis.

Over the years the business prospered and became larger than Jens felt he could handle alone. His oldest son, Chris, was attending school in Racine, happily doing very well. Nevertheless, when his father told him he was needed in the business, Chris left school around 1905 and became a traveling salesman. He proved to be very good at his job, and the Jersild Knitting Company was on its way to becoming nationally recognized as the manufacturer of the very best knitwear.

By 1908 the officers of the organization were George Madsen, President; E. E. Jandrey, Vice President; Gustav Kalfahs, Secretary. Seventy-five operators were employed. Wool and worsted sweaters, men's cardigans, and specialty knit articles for ladies and children were all popular and judged to be the very best. The reputation of the company was unsurpassed.

Everything looked rosy, and the family lived by the golden rule secure in the knowledge that "the Lord will provide." Then, in 1916, came tragedy. The original mill burned down. However, production was not delayed for long. A new red brick four-story building was erected in the same block as the old mill on North Commercial Street. The office area was always an interesting spot for a passersby, as stated in *Remembering Commercial Street*, by Max Sielaff and Howard

Schmidt: "Offices faced the street, and when looking in it was amazing to see how many girls were crowded into the space right off the entrance, sitting at typewriters and billing machines literally working up the proverbial storm."

Jens Jersild died May 11, 1917, at the age of 62, of heart failure. Not only his widowed wife, five sons and five daughters grieved at their loss, but the entire community mourned an "esteemed citizen" who had been "active in civic and business affairs." At the time of his death he was alderman of the First Ward and President of the Neenah City Council. Chris, who was only 31 years old at the time, was left with the responsibility of running a knitting company and a fire escape company. His four brothers were all involved in these endeavors and his source of strength and support.

Over the years there were some good and some bad times. But by 1945 the outstanding stock (which had to be sold to keep the mill running) was bought back and the ownership was in the hands of four people . . . three family members (two by marriage) and a best friend. A new plant was built on First Street. Many changes followed but the Jersild Knitting Company survived through four generations.

However, the mill on First Street has now been vacated and sold to an unrelated company. Therefore, the Jersild Knitting Co. is now defunct. Sad, but true!

Menasha Printing & Carton (Marathon)

Samuel H. Clinedinst had been searching for a permanent lucrative business venture and finally found it in Menasha. In 1900 he secured a used printing press, installed it in an old shed on the south side of River Street, and began printing advertisements on rolls and sheets of wrapping paper. In 1904 he incorporated as the Menasha Printing Company and soon took over the Menasha Paper Company, originally the S. A. Cook Paper Mill.

Gradually new presses were added and production was increased to include medicine books, railroad bills of lading, calendars, gum wrappers, etc. 1906 brought the biggest order the company had known: 30,000 advertising calendars for the Singer Sewing Machine Company. The business was on its way!

It soon became apparent that a mill capable of manufacturing quality paper was needed. Fortunately for all concerned, George S. Gaylord of Chicago came to Menasha in 1912 with the idea of beginning the manufacture of cheese cartons. The business was started in an old shingle mill with Gaylord and Clinedinst as officers. Through considerable testing and experimentation, various types of paper and cardboard were tried and discarded. In 1917 the first high class cartons were run which could be waxed. The two companies merged, forming the Menasha Printing and Carton Company.

From time to time plants in other areas were purchased as the company's production became more diverse. In 1927 all properties were consolidated into Marathon Paper Mills. In 1930 the name was changed to Menasha Products Company.

1937 saw the building of a new waxed paper plant, and a new office building on Washington Street was completed. In 1944 the company's name was changed to Marathon Corporation.

In more recent times the name has been changed several times as there were new owners. Marathon became American Can Co. Then James River Corp. took over. In August, 1999, Graphic Packaging Corp. bought the mill.

Menasha Wooden Ware (Menasha Corporation)

Although the Menasha Wooden Ware Company was not located on Doty Island, the company owned considerable land on the south bank of the north branch of the Fox River. The drying sheds were located there for several blocks—nearly to Little Lake Butte des Morts. In fact, the company had built six

small houses in that area for the employees. There were three on each side of Lawson Street. Only two remain.

In 1929 the company was advertising for sale lots in the Butte des Morts Gardens addition. This area was bound by the Fox River on the north, on the east by Lawson Street, on the south by Garfield Street, and by the lake on the west.

There were also many piles of logs along the river at the present site of Smith Park. Those logs were floated down to the factory which was located on the piece of land between the river and the canal.

The June, 1930, issue of "The Wisconsin Magazine" explains one of the characteristics of Elisha Dickinson Smith, founder of the Menasha Wooden Ware Corporation, as "stick-to-it-iveness." It is indicative of the founder's character to quote his reply to his wealthy father-in-law's offer to return east to become cashier of his bank, "I would not go back east if you would give me the bank." Keeping in mind that the initial product line consisted of wooden ware, i.e., barrels, tubs, kegs, and pails, by 1872 it had become the largest wooden ware factory because of the initiative and leadership of the founder.

Personally, Elisha was a true philanthropist. He knew each of his employees and knew the problems of each. If one had financial difficulties because of growing doctor bills, Smith was always there to send a supply of flour, sugar, etc. Even in good times he did thoughtful things like making thousands of shade trees available to people in the city who wanted to beautify their properties.

But it was Elisha's son, Charles R., who was the dominant builder of the company. "C.R.," as he was known, was a man of action. Aggressive expansion was the policy—new sources of wood (the Midwest, the Pacific Northwest, even Canada timberlands) to provide raw materials, and at Menasha, Wisconsin, a manufacturing complex that eventually encompassed fifty buildings and more than 100 drying houses on a 65 acre site. In 1898 he brought an unusual innovation to the employees. The company paid by check for the first time.

"C.R." died unexpectedly in 1916 at age 61. His 17 year



Residence of Elisha D. Smith, S.E. corner of Park and Keyes streets, Menasha

presidency would prove to be Menasha's last hurrah in the wooden ware business. By the time of his death the wooden ware market was already entering upon a precipitous decline that would test the leadership and ingenuity of the next generation of Smiths and the staying power of the company itself.

The early 20th century, roughly after World War I, a packaging revolution was sweeping the country. Wooden ware packaging was giving way to consumer packaging made of paperboard, glass, and other materials. Donald G. Turner, Jr., summed up the difficult transition period from wooden ware into corrugated: "Well, there's no doubt the company had its ups and downs. But they (Menasha) had a lot of good employees, and if you have good employees and good supervisors and are led in a reasonable direction, that goes a long way for a company's survival." Four young friends: Mowry Smith, Sr., Carlton R. Smith, Donald C. Shepard, Sr., and Donald G. Turner, Sr., provided the "lead in a reasonable direction," i.e., out of wooden ware and into corrugated.

It was late 1927 that Menasha started in the corrugated container business, fittingly in the empty four-story butter tub warehouse. The corrugated container business has grown to a \$300 million revenue contributor and last year (1998) was Menasha's largest profit contributor.

The third generation's major accomplishments were:

1. Led the company out of the depths of the Great Depression.
2. Developed the company's corrugated container business.
3. Constructed major new plants.
4. Acquired a corrugated medium paper mill.
5. Increased the company's holdings of timberlands.
6. Established a toe hold in the plastic business.

Timber ownership has been a significant product group and profit contributor dating back to the wooden ware days and particularly to the aggressive timber buying program of Charles R. Smith who acquired approximately 20,000 acres. Today

(1999) Menasha's timber holdings approximate 100,000 acres and constitute the second most important source of earnings.

A devastating fire in 1964 made it necessary for this long-time Menasha industry to relocate to Neenah. However, the Company name was retained.

D. C. (Tad) Shepard, Jr.'s, tenure as President and CEO from 1982 to 1989 constitute one of the greatest growth spurts in Menasha's history. His stewardship will also be remembered as a remarkable period of reaffirmation of the fundamental values that make Menasha Corporation special and different. "C.R." Smith would have been proud of his grandson.

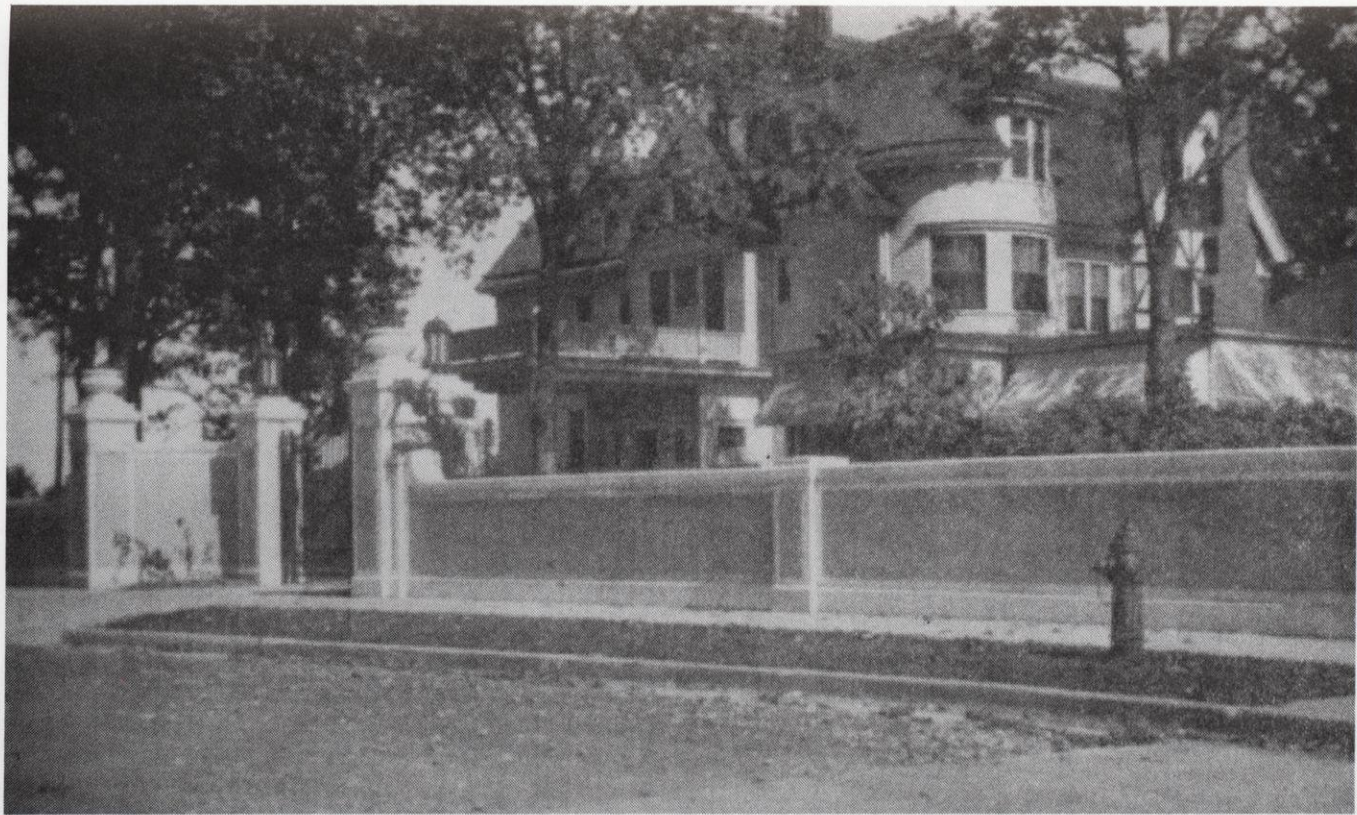
The Island has been the home of many of the Smiths from Elisha who had a luxurious home on the southeast corner of Park and Keyes streets in Menasha. His daughter, Jane, lived on the northeast corner of Park Street and Nicolet Boulevard when she was married to S. Elmer Smith. Some time after he died, Jane married Edwin E. Haskin and continued to live in the house. This house is identifiable today by the presence of a concrete wall on the street sides.

Haskin was a very formal man. He usually wore a morning coat which curved to the back of the knees and pin-striped trousers. He owned a chauffeur-driven taupe colored Rolls Royce.

Sons, Charles and Henry, both built lavish homes on the north side of Forest Avenue in Neenah. The houses were not too far apart, and it was like a park between them with a tennis court, huge gardens, etc. Henry's wife had two Pierce Arrow cars with outfits to match.

More recent Smith descendants also call Doty Island home: Mowry, Jr., Mowry, III, and Oliver.

Menasha Corporation is celebrating its 150th year—still a private, family owned company. An extraordinary achievement.



Residence of Edwin E. Haskin, N.E. corner of Park St. and Nicolet Blvd., Menasha

Neenah Brass Works

Located at the east end of Doty Island at 223 Edna Avenue is the Neenah Brass Works. Established in 1905 by Henry Hortman (1860–1936), it has remained in business at the same location until the present time.

It was built by nine or ten investors who each contributed \$1000. Henry Hortman, a machinist and inventor, erected a 40 ft. by 100 ft. factory for the purpose of making machinery used in the manufacture of paper. Henry became acquainted with William Pickles, an Englishman who invented the Pickles Regulator which was used to control the flow of pulp. In 1917 Henry himself patented the Hortman Digester, a flow valve. Together the two of them contributed much to the manufacture of paper.

Henry Hortman and his wife had three girls and one boy. They lived with one of the daughters at 212 W. North Water Street in their later years. Their daughter, Genevieve, married Leo Giese. He, along with his Hortman in-laws, became the second generation to run the works. This second generation of children began to take over the business in 1929.

Leo Giese found himself involved in the Neenah Brass Works during World War II when the company began making castings for the Defense Department. His son, Jack, recalls that often his father was away from home and at work from 5:00 A.M. until 11:00 P.M.

The Gieses had four children, William, Carlton, John (Jack), and Marjorie. Carlton and Jack took over in 1958 and ran the business until 1994 when it was sold and left the hands of the family.

The original building has been added to upward and outward over the years, but it is identifiable. The front door of the office is part of the original structure. Changes have taken place in the casting process, too. In the early years castings were done by hand and cast in damp sand. Furnaces changed from coal to oil and finally to electric heating. Raw material changed from iron scrap recycled, to copper with alloys and to brass and

finally to aluminum. Then the name was changed to Neenah Brass and Aluminum Works.

School Stationers Corporation

The worthy presence of the paper industry in the Twin Cities created another opportunity for local business. Harry Williams, who was born on Doty Island in the late 1800's, constructed a factory along Clybourn Street and the Chicago and Northwestern Railroad tracks. It became a large manufacturer of ruled paper products and other items of stationery materials. The business employed eighty people and distributed its products nationwide. This company flourished from its beginning in the 1930's until just recently.

Harry's younger brother, Milton, went on to a successful career with the Bergstrom Paper Company (now Glatfelter). He spent his entire working years with Bergstrom, eventually becoming Sales Manager.

Twin City School Supply Company

In 1913 a new industry began on Doty Island. Girvin Warner and John Pickett started a small shop at the corner of River Street and Neenah's Abbey Avenue. They obtained machinery that could rule lines on plain white paper to provide the material for notebooks, etc. This product was welcomed by schools, offices, and the personal need for ruled notebooks. People in the neighborhood nicknamed this operation the "ruling mill."

A very large machine was installed that could cut layers of ruled paper into different sizes of note paper. This was another good feature for schools. Mathias Becher operated this giant cutter for many years. Maurice Olson managed the ruling operation. Later Olson started his own company doing the same thing on North Lake Street in Neenah.

This business progressed until the 1960's, beyond the lifetimes of Werner and Pickett.



Walter Bros. Brewing Co., corner of Ahnaip St. and Nicolet Blvd., Menasha

Walter Bros. Brewery

The brewery at Nicolet Boulevard and Ahnaip Street was originally founded as the Island City Brewery in 1860 by a Mr. Caspari in tiny cramped headquarters. In 1868 it was purchased by Joseph and Jacob Mayer. The two brothers did not get along very well and they split in 1875. Joseph continued alone until 1880. Habermehl and Mueller took over at that time and operated the plant until they sold out to Walter Bros. and Frier in 1888. Christian and Martin Walter became sole owners of the business in 1891 and renamed it Walter Bros. Brewing Company, becoming incorporated in 1893. A malt-house was built and porter, lager, pilsner, and weiss beer were produced.

After the firm was doing well, Martin acquired a brewery in Pueblo, Colorado, and moved there. He took with him two key men, John Hrubesky and Wallace Pierce, both of whom were married to Walter daughters. Early in the 1900's controlling interest was sold to a Mr. Kulnick of Manitowoc. During the period of prohibition the beer-making plant was closed, but "near" beer was made. The plant was reopened in 1934 under new ownership. In 1948 it produced 12,000 barrels a year of the "Gold Label" and "Gem" brands.

By 1953 the plant covered 50,000 square feet of floor space, and it was considered to be the most modern brewery and malting plant north of Milwaukee. Their Gold Label Beer was "exceptionally fine and a food product of the highest value." The brewery closed in 1956 after other changes in ownership, and the buildings were razed in 1960.

The Walter family became known when Christian W. Walter built the Menasha Hotel and started the Walter Bros. Brewery. He saw to it that any of his sons, sons-in-law, or brothers who were interested in the brewery business had a job one way or another. The fact that two of his daughters married Pierces made it even easier to keep it in the family. Molly married Walter Pierce, Kathryn married Clifton Pierce, and Lizzie married John Hrubesky who became an officer in the

brewery. There were also two boys, John and Frederick. Christian's brother, Martin, was also involved in the business, but he moved to Pueblo, Colorado, when a brewery was purchased there. Another brother, George, had a brewery in Appleton.

All of the family members became "Islanders." Christian built a beautiful home on "The Avenue" a block east of the brewery. John eventually lived in this house and raised his family there. Fred and his wife, Rose, lived on Ahnaip Street next door to the business. Cliff Pierce built a lovely house on Naymut Street at the corner of Nicolet Boulevard. Walter Pierce lived on Keyes Street, at the corner of Elm Street. The Hrubeskys built on Naymut Street, the second house from the corner of Keyes. All of these houses except Fred's are still standing.

Wisconsin Electric Power Company

Originally, this utility was named Wisconsin Traction, Heat, Light, and Power Company. It was called just "The Traction Company" by most people. The Neenah office was on East Wisconsin Avenue across from the Valley Inn Hotel. Later it was moved into the vacated building of the old Neenah State Bank on West Wisconsin Avenue.

The "traction" part of the name related to the electric trolley car system that this company operated between Neenah and Appleton. The "heat" part pertained to the huge gas tank situated on Abbey Avenue in Neenah. This big multi-thousand cubic liter of illuminating and heating gas functioned there for several years following World War I. All that remains of its existence is the circular concrete base.

In the 1920's the company erected a large sub-station for controlling electricity on Doty Island and for Kimberly-Clark's paper mills on the mainland, i.e., Badger Globe, Neenah Paper, and the Lakeview Mill. The sub-station is isolated at the west end of Abbey Avenue. Today the company has grown into a major power utility in Central and Southern Wisconsin.

Many people still remember when the company's sole truck driver, George Krause, who lived on Doty Island, drove his truck with the entire family aboard to the sub-station to turn on the city street lights at their main breaker. He turned them off at daybreak—without his family's presence.



Churches

Nearly every family had a religious affiliation, and there were plenty of choices on Doty Island.

Emmanuel Evangelical

In 1853 the Village of Neenah did not have an organized Protestant church. John Brown of Neenah, an immigrant from Germany, gathered a dozen people together and conducted religious services in their homes. Most of these people resided on Doty Island. Brown and his friend, Fred Baumgartner, also a German immigrant, approached Governor Doty for assistance in providing land for a church building on the Island. Doty gave the group a parcel of land at the corner of East Forest Avenue and Second Street. He included the stipulation that this church would be available to people from both Neenah and Menasha. In 1859 a small wooden building was erected at the corner. It became known as the German Emmanuel Evangelical Congregation.

The congregation grew rapidly in numbers. By 1885 it became necessary to make a change. In 1889 the Congregation bought two lots on the corner of Bond and Sago (later West Forest Avenue) streets for \$600 from A. C. Briggs, and a brick structure was erected there. It was named Emmanuel Evangelical Church and became one of Neenah's most historic congregations. The original 1859 building stands today at the corner of Van and Adams streets in Neenah, having been moved before the turn of the century.

In 1980 the church on Forest Avenue, then a United Brethren group, was destroyed by fire.

St. Patrick's Catholic

Christianity had reached the Fox River Valley two centuries prior to the arrival of settlers. The Jesuits followed the French explorers in an effort to convert the Indians. Often the chapel was crude and probably housed in an Indian wigwam. No record identifies the exact location of the first mass said on Doty Island. However, history shows that before 1836 a few Catholic services were held occasionally.

In 1848 Rev. Theodore J. Van den Broeck came from Little Chute to establish a mission west of Neenah in Medina. Over a period of time most of the members of this congregation became the Irish who had been brought to Menasha to help dig the canal.

In 1849, twenty-five of these families, led by Rev. Paul Farranaci, erected a log church at the location of the present St. Patrick's Church on land that had been donated by Capt. L. B. MacKinnon for Catholic Church purposes. Two years later a frame church was built to house the St. Charles Borromeo congregation which was dedicated in 1857.

On March 7, 1882, this building was destroyed by fire, and in 1883 the cornerstone of a new brick church was laid. A number of parishioners had mortgaged their homes in order to raise money for the rebuilding of this church. Upon the dedication Father Arthur O'Connor changed the patron St. Charles to St. Patrick.

In 1899 a new parsonage was built, and a new home for the Sisters and a new school building were erected in 1900. In 1916 a tower was added to the church. This was removed in 1963.

An interesting note is that in July, 1888, St. Patrick's Church was lighted for the first time by electricity.

St. Paul's Lutheran

Because of the large number of immigrants to the area who held onto their native tongues, non-English speaking congregations conducted meetings, services, and records in the language of their homelands. At one time there were five Lutheran churches in Menasha and Neenah. Three were German, one was Danish, and one was Norwegian. Only the latter was built on Doty Island. It was located on Bond Street. Some time after 1860 it joined the Norwegian Church on the mainland.

By the time the second and third generations emerged, members had adopted English as their primary language, and there became a need for English speakers and church services.

St. Paul's was established in 1912 with Rev. A. J. Sommer as pastor. A church building was erected on the northwest corner of West North Water and North Commercial streets in Neenah. The congregation originally held English services in the abandoned Norwegian Church. However, the membership grew rapidly to the point that the old floor timbers collapsed. It was time to move. Because of a growing population and a series of popular pastors, the congregation grew so that presently it is probably one of the largest Protestant churches in the Twin Cities.

St. Thomas Episcopal

St. Thomas Episcopal Church had been two congregations. There was St. Stephens Episcopal Church built in 1859 on the corner of Appleton and First streets in Menasha. In the late 1880's it had been removed to Broad Street between Milwaukee and Racine streets. Trinity Episcopal Church was built in 1869 at the corner of East Franklin and Walnut streets in Neenah. Due to financial difficulties encountered in both congregations, the two churches merged in 1914 and became known as St. Thomas Episcopal Church.

Their first building was constructed immediately for \$12,000 on Washington Street in Menasha. St. Thomas, along with St. Patrick's in Menasha, and the Presbyterian Church in Neenah became known by the community as the churches of status.

As the congregation grew, so did the expansion of the building. A fire in the church in 1961 encouraged the congregation to raze part of the building and add additional facilities. The original church remains a chapel.

Universalist

The Church of the Good Shepherd of Neenah and Menasha (Universalist) was organized in 1866 with a membership of 49. Their building was erected on North Commercial Street, nearly on the border of the two cities, at an estimated cost of \$5,000. The membership included P. V. Lawson, A. J. Webster, and other distinguished citizens. Over the years there were two woman ministers who filled the pulpit—Mary De Long and Olympia Brown-Willis—which was an extremely uncommon happening in those days.

The activities of the church groups were always rather innovative and kept the community interested. For instance, there was a young men's Sunday evening club, and the newspaper noted that the ladies planned on giving a "New England supper and apron sale."

Before the turn of the century most churches charged pew rent. The Universalist Church was the first to abolish this custom. A notice was put in the paper on November 19, 1870, that from then on "everyone can sit anywhere they want."

In 1904 S. A. Cook was anxious to build an armory absolutely on the line between the two cities. The church membership was dwindling at that time, so the Universalist Society was dissolved, and the building was razed to make way for the armory.

Whiting Memorial Baptist

Most Protestant denominations had their beginnings on the mainlands of Menasha and Neenah, but eventually churches of various faiths were established on the Island.

A Baptist Church was organized in Neenah in 1851 from which time regular prayer meetings and covenant meetings were held. Rev. Peter Prink assisted in its organization and acted as pastor about two years. There were many pastoral changes, and the membership decreased from thirty-some to two or three families.

Meanwhile the Baptists in Menasha, who had been organized in 1860, had been holding meetings with residents of Appleton, Oshkosh, Neenah, Menasha, and Omro. In 1862 the Neenah church voted to disband and unite with Menasha.

In 1867 Rev. O. W. Babcock became pastor and things began to change. Steps were taken to purchase the Norwegian Lutheran Church on the Menasha side of the Island. The name of the church was now changed to the Baptist Church of Menasha and Neenah. The parishioners had also purchased a lot on North Commercial Street, along with a small building which had been used as a school house. The building was moved onto the lot and was known as the "Little White Church." Rev. Babcock died in 1885 and his daughter, Edna, married George A. Whiting.

The building was remodeled in 1891 and painted red. Its name was changed to Doty Island Baptist Church. In 1898, the Danish Baptists who had been worshipping in Neenah joined the Island Church. The name then became the "Union Baptist Church of Neenah," and within the community it was known as the "Red Church."

In 1916, George A. Whiting presented the Baptists with property on the corner of High and North Commercial streets. He also donated \$11,000 to build a new church. Dedicated in 1917, the new building was a tribute to Mr. Whiting's wife and mother and was named the "Memorial Baptist Church."



Whiting Memorial Baptist Church, N.W. corner of High and N. Commercial streets, Neenah

Rev. Gibson, who came to Neenah after World War I, brought his wife and two children, but could find no place to live. Since it was Summer, they decided to camp out at Riverside Park. Each Sunday morning they could be seen rowing across the harbor to the Doty Park location where they would tie up the boat and walk to church.

Mr. Whiting made a further gift of a pipe organ and the parsonage next door on High Street in 1925. After this fine contribution the church members convinced the donor to allow his name to be used in the title of the church. Henceforth, the name was "Whiting Memorial Baptist Church." This church served as a model for other denominations because it included Menasha's first family of color as active members.

Many years later this building was razed, and the congregation moved to Tullar Road in Neenah.



Schools

Although few children continued their education through high school before the turn of the century, parents believed in education and saw to it that the "young 'uns" went to school at least through the elementary grades. Further education became more and more important to the citizens of the Island, but some of the futuristic ideas did not materialize. In 1866 there was a movement to establish a Normal School for the training of teachers. It was to be on the border between Menasha and Neenah, but the idea failed.

Clinton

The development of the local school systems began early. The Island School District was established in 1853 after residents of the Island, led by Rev. O. P. Clinton, presented the City of Menasha school board with a petition to build an Island school. It was not until after the village was established that the first school house was built as requested.

In 1878 a frame building covered with bricks, which had a bell tower at the front, was erected across the street from the Nugents in what is now the soccer field of Smith Park. Mrs. Aldens was the first teacher and Jessie Nugent also became one of the teachers.

When a new school was built, the little building was moved to 508 Nicolet Boulevard in Menasha and became the home of the Edward Terriens for many years. Some of the bricks were used as the foundations of neighboring homes.

As each new school was built to replace an earlier one, or as a school was remodeled, new innovations were replacing the old. Black boards were perhaps one of the most notable



Clinton School in Smith Park, Menasha

changes. Instead of each child's working on a hand-held slate, he was able to copy from the board. The teacher had a new teaching tool. An inkwell in each desk gradually gave way to the fountain pen, and little girls no longer had to fear for their pigtails being dipped into the inkwell behind them.

Indoor plumbing made the outhouse a thing of the past and deprived boys of something to tip over on Hallowe'en. Electricity made many things possible. Lighting changed from kerosene lamps to gas lights and finally to light bulbs. Central heating replaced room stoves and bubblers (water fountains) replaced the pail and dipper if you were thirsty.

Third Ward / Nicolet

When it was obvious that a new and larger school was needed, a new brick building was erected on the corner of Ahnaip and Nassau streets in 1894. It was designed by Oshkosh architect William Waters, and was the pet project of P. V. Lawson, Jr., and cost \$10,000. The bell which had been housed in the Tayco Street fire house was placed in this building. No one knows what happened to that bell when the current building was built. This was the Third Ward School.

By 1919 the replacement school was becoming too small, so a barracks was put up to provide the needed space. Extra property was also purchased for an adequate playground, and playground equipment was added.

In 1926 the present-day Nicolet School which services the Menasha Island elementary students was built. It has undergone several extensive remodelings since its erection.

St. Patrick's

A brick veneer school building was erected near the St. Charles Borromeo Church in 1868, and in 1870 members of the Order of Servites from London were brought here to teach the

140 Irish children. The Servite nuns moved to Chicago, and in 1877 the Sisters of Notre Dame from Milwaukee took their place. This was St. Patrick's School, a true elementary school, one to twelve.

In 1898 the congregation purchased four lots on the west, extending their possession 200 feet to Washington Street. By 1900 there was a need for a new building, and the old school was moved a few blocks down Commercial Street. It became the first site of the Jersild Knitting Mill. Later it was demolished.

In 1939 the present St. Patrick's School was in the planning stage. It was built on the land just west of the present church. Today it is Seton Middle School.

* * *

In the 1890's Elisha D. Smith tried to attract Downer College, then located at Fox Lake, to move its establishment to Menasha. He offered \$50,000 and half the acreage he had acquired from Rev. Miner. He was disappointed when the authorities decided to merge with Milwaukee Women's College and move to Milwaukee. Smith decided that the rejected 40 acres he had offered Downer should be offered instead to the City of Menasha to become a park. This donation was made in 1896 at about the same time as his offer to build the city a library. It is ironic that many years later Downer College merged with Lawrence University in Appleton.

Third Ward / Roosevelt

Third Ward residents on the Neenah side of Doty Island demanded a school facing East Forest Avenue, between First and Second streets. The red brick Third Ward School was erected in 1888. The original school had six classrooms and cost \$10,000. Miss Ida Montgomery was the principal. By 1923 the school had become too small for the growing population on the Island, so it was rebuilt and named "Roosevelt

School" after President Theodore Roosevelt. The formal re-opening was in January, 1924. It is still serving Neenah's Island children, but it has been remodeled several times.

Theda Clark Hospital School of Nursing

In 1913 Charles Clark II and his wife, Jessie Kerwin Clark, organized and instituted a school of nursing affiliated with Theda Clark Memorial Hospital. This most worthy institution functioned notably until 1938. Four hospital directors, all women, were given the position of Directors of the Nursing School. The dormitory was located on Second Street adjacent to the hospital.

One hundred and twenty-six Wisconsin girls received their graduation credentials from this school and went on into successful careers as registered nurses throughout the nation.

The school's curriculum included all phases of hospital nursing methods. The courses were completed within the three year tenure of enrollment. In the third and last year the particular specialty of nursing desired by each student was achieved, i.e., surgical, mental, infant, etc. All phases of nursing were available.

Mr. and Mrs. Clark also provided for scholarships for advanced study at prestigious hospitals throughout the nation. New York City's Bellevue Hospital was a favorite choice.

At the completion of the three-year enrollment at Neenah's nursing school and from her chosen advanced scholarship institution, each graduate was given the official title of Registered Nurse with a certificate.

A half dozen graduates from Neenah served in the Armed Forces in World War II, three of them having been born on Doty Island. Lt. Col. Josephine Becker received that rank during the war and served several years beyond. Captain Marion Mott Wauda served with the U.S. Air Force 1942-1945. Major Bernice Landig continued her military service after World War II in various foreign stations.

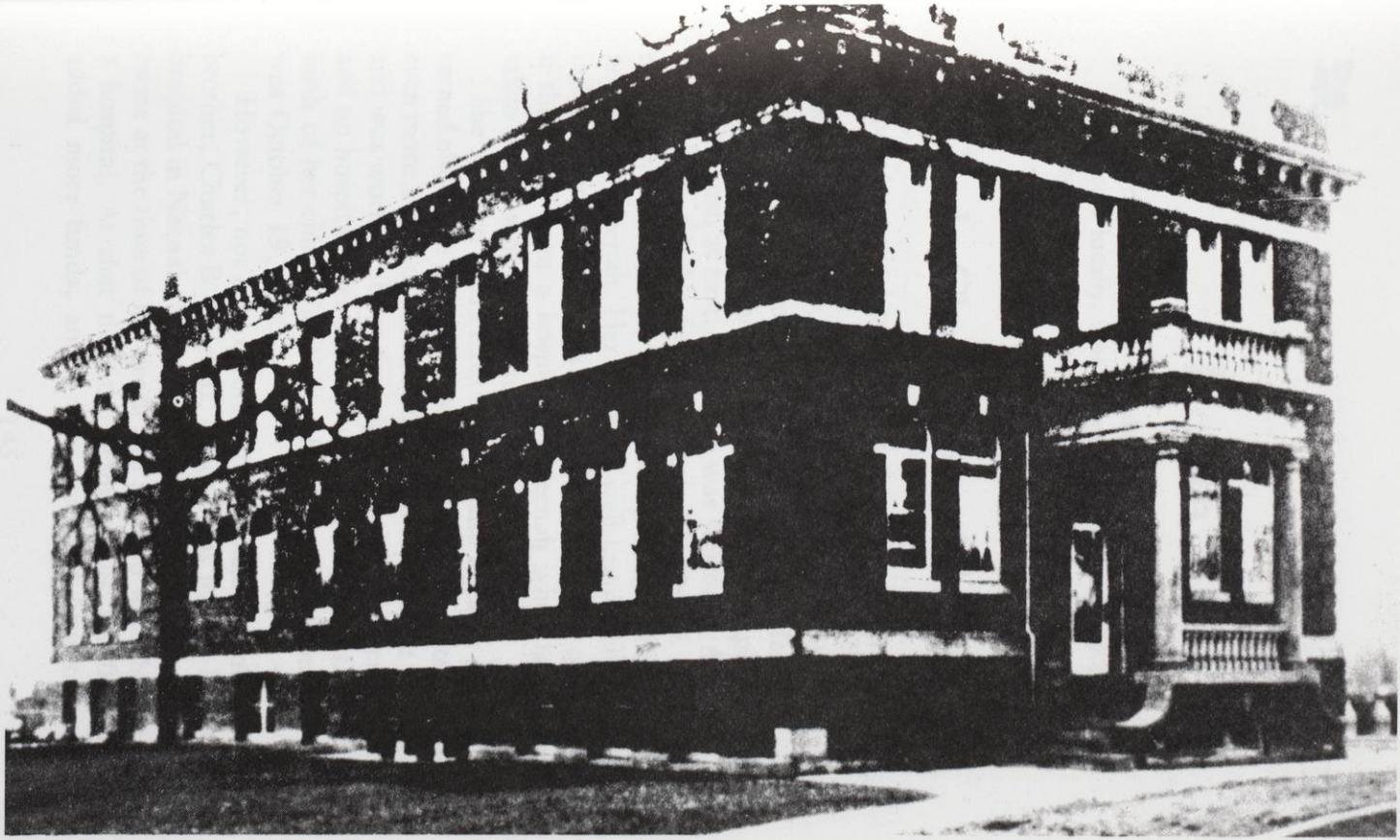
Winnebago Day

During the 1920's progressive education based on philosopher John Dewey's pragmatic theory and psychiatrist Edward Thorndike's less teacher-centered classroom began to take hold in the Midwest.

In 1929 a group of public-spirited parents from the Fox River Valley decided to open a school using the Dewey-Thorndike ideas. It began in the Donald Shepard carriage house on Forest Avenue with eight students and two teachers. In 1932 a small one-story building was constructed on a three acre rise between Winnebago Avenue and Park Street in Menasha and opened with about forty children and a staff of five. This six-room school with up-to-date equipment, small classes, and teachers trained in the progressive method accommodated students from kindergarten to eighth grade.

In 1939 more space was required, and a gymnasium, an additional classroom, and a portable stage were added. Local citizens were permitted the use of the gym for volley ball, square dances, theatrical productions, and other activities. During the first fifteen years, the school was a model for progressive education as was the Winnetka Crow Island School.

In 1962 the school could no longer compete with public education, and it closed its doors after a valiant experiment in innovative education.



Original Theda Clark Hospital in Neenah



Health

Even the health of the Doty Island citizens was protected locally. One did not have to go far to find help in case of illness or emergencies.

Theda Clark Memorial Hospital

The economical progress of the Twin Cities was unusual from the beginning. The Menasha Wooden Ware Company and Kimberly-Clark Company in Neenah flourished in business and many of their employees lived on Doty Island.

One thing was missing. There was no hospital any closer than Oshkosh at first. Later one was started in Appleton. One of Kimberly-Clark's four founders, Charles B. Clark, had a daughter, Theda, who was especially aware of the need for a hospital in Neenah. Her father, a well-known civic leader and industrialist, died in 1891 at age 47. Theda was convinced that if there had been a hospital in Neenah when her father was taken ill, he would have survived.

She married Will Peters in 1901 and became seriously concerned about the lack of a hospital. Two years later she became even more aware of the situation. At that time she was pregnant and was worried about the impending birth of her first child—and no hospital. Her anxiety was well-founded. Days after the birth of her child, she died at her home in Neenah. The date was October 19, 1903.

However, not long before her death she consulted with her brother, Charles B. Clark II, about plans for the building of a hospital in Neenah. She authorized him to take one-half of her estate at the time of her death and proceed with the erection of a hospital. At that time the amount was \$95,000. Charles added more funds, and a new sixty-bed hospital was con-

structed on Doty Island in Neenah. That hospital, one that has grown to be a large and notable medical center, was appropriately named by her family—Theda Clark Memorial Hospital.

Doctors

There were several doctors who lived on Doty Island over the years:

- Dr. J. P. Canavan, 711 E Forest Ave., Neenah
- Dr. George E. Forkin, 333 Naymut St., Menasha
- Dr. Frederick G. Jensen, 335 Lake Road, Menasha
- Dr. Richard A. Jensen, 334 Winnebago Ave., Menasha
- Dr. George N. Pratt, 365 Lake Rd., Menasha
- Dr. Ronald Rogers, 909 E. Forest Ave., Neenah
- Dr. T. J. Seiler, 803 E. Forest Ave., Neenah

Visiting Nurse Association

The present Valley Visiting Nurse Association Health Services, Inc. was begun in the early 1900's with a lone, dedicated nurse who visited homes where there was illness. Ida Heinicke came as often as was necessary and traveled by foot or by horse and buggy. The doctors who were on the staff of Theda Clark Hospital would ask her to visit their patients who needed care.

There was no organization, as such, until 1908 when Sylvia Smith Shepard, granddaughter of Elisha D. Smith, founder of the Menasha Wooden Ware, gathered a group of her friends together to form a Board of Directors. Thus began the Visiting Nurse Association. Early members of the Board included Mrs. George Banta, Sr., Mrs. John Bergstrom, Mrs. Louis Jourdain, Mrs. J. C. Kimberly, Mrs. Lyle Pinkerton, Miss Anne Pleasants, and Mrs. John Shields.

During the first month of operation there was only one nurse, but she visited 116 clients. In 1917 the V.N.A. became affiliated with the National Organization for Public Health Nursing. Times were hard, but Mrs. Shepard and her band of determined ladies contributed their time, effort, and money to meet the needs of the community's health. Help came from individuals, businesses, and industries. Often a local butcher would donate soup bones.

Well-baby clinics were established in 1923, and a Child Health Center was started in 1926. Additional staff was recruited in 1929. All of this time, the office was in the Shepard carriage house, but in 1938 a house at 115 E. Forest Avenue was purchased and occupied until October, 1956. During World War II, the V.N.A. volunteers wrapped bandages, knit sweaters, mittens, and scarves, and cooperated with the Red Cross in sending "comfort" items overseas.

In 1956 the Kimberly family donated the lovely double house on East Wisconsin Avenue to the Association. During the next few years it seemed as though the major function was to help young mothers properly care for their babies. Today the V.N.A. headquarters is located on E. Bell Street in a new, very modern facility and has more senior clients. A Residential Living Community is the newest addition to the many services of this wonderfully helpful organization.



Parks

Early settlers recognized the importance of retaining a portion of the land for public enjoyment. Both cities arranged to purchase and maintain such property and continue to do so.

Neenah Parks

Doty Park is the largest of three parks on the Neenah side of Doty Island with 9.25 acres. Located at 701 Lincoln Street, the land was acquired in 1922. There is a shoreline on the south branch of the Fox River 1200 feet long, including a boat launch.

A large steam dredge dug the lagoon which makes Doty Park attractive to photographers. This raised the level of the land, created the little island, and made possible the development of Doty Park. When completed, Doty Park was much more beautiful than it is at present. The park was laid out with many gravel paths that wound through plantings of shrubs, trees, and flower gardens. Rose bushes lined the northeast bank of the lagoon. A path separated them from ornamental shrubs and Lombardy Poplars on the other side. A large rose garden bordered the lagoon between the bridges. The many paths were wonderful pathways for children on bikes and were heavily traveled. It was always a major accomplishment to build up enough speed to carry them to the top of the bridges.

Doty Park is a family oriented recreation area with five tennis courts, an unheated closed shelter, and considerable playground equipment of various types for all ages. Permanent tables, benches, and grills are placed conveniently for picnics and other gatherings. Flower beds, a gazebo, two arched bridges, and asphalt walkways encourage visitors to enjoy the beauty of the landscaping.

Today the outstanding feature in the park is the Doty Cabin (Grand Loggery) which James Duane Doty built as his home in 1844 at the mouth of the river. The Strange family, who had purchased the building, donated the cabin to the City of Neenah in 1925, and it was moved to its present location.

In 1931 the city did some filling at 200 First Street and with help from the WPA, Island Park was developed. There is a heated closed shelter, a sled hill, and 710 ft. of walkways. It is a favorite spot for fishermen who stand at the fence on the retaining wall to cast their lines.

Cook Park, located at 415 North Water Street, has an area of 1.3 acres. Acquired in 1941, neighborhood children played there, however, the park was not developed until 1962. A few years ago one of the Cook descendants spearheaded an extensive drive to sell commemorative bricks for placement in the patio that fronts the shelter.

Menasha Parks

Smith Park in Menasha is 25 acres of property between Nicolet Boulevard and Keyes Street on the south and north and Park and Cleveland streets on the east and west. Elisha Dickinson Smith owned two lots in this area near his house. He told P. V. Lawson of his plan to make a public park in that block and asked his help in buying the land. Even the two and one-half acres at the northwest corner of the block which was owned by the Turner Society and used for its recreational activities was purchased. However, the two acres on the corner of Nicolet Boulevard and Cleveland Street was not available at the time.

Smith deeded all of this land to the city "for the purpose of promoting health, pleasure, and well-being of the City of Menasha, and the inhabitants thereof." One of the stipulations of the land transfer was that no alcohol be allowed in the park. The presentation was made on July 4, 1897.

In 1925 a newly organized park board, in a comparatively short time, transferred the river bank at the park into a beauty spot, built bathing, picnic, and swimming facilities, tennis courts, horse shoe courts, etc. In addition, money was raised for a community center. This building, called the Memorial Building, contained a large hall for meetings or dancing, a soda fountain, a kitchen, and showers and locker rooms. There were balconies overlooking the river and Picnic Island.

At one time the lagoon behind the Memorial Building was used as a swimming pool for tiny tots. The mothers brought their little ones each summer afternoon to splash in the shallow water and play in the sand on the south side of it. There was even a spraying fountain in the center for additional excitement. There was no lifeguard. It was the mother's responsibility to keep an eye on her offspring so he or she didn't go beyond the bridges. The little ones were able to lose their fear of the water and believe that they were swimming when they "swam" with their hands on the bottom and kicking their feet.

For those who could swim, there was the river at the end of Park Street. The rooms at the east side of the Memorial Building were the dressing rooms for the boys and girls. They could change clothes, go out the east door, and walk to the raft that was anchored on the shore. From there it was either jump or dive into the water.

There was another raft farther out to which one could swim. There was also a diving board off that raft. It was definitely forbidden to try to swim across the river, but there were always the show-offs who did it anyway.

Toward the end of the thirties the city decided that there was too much responsibility, and the DNR also began to make restrictions about the waterways. So swimming in the Fox River at that point became a thing of the past.

At the south end of Smith Park was a natural outdoor theater with a stage for public addresses, band concerts, or theatrical productions. It was used by the Winnebago Players for several of their shows before World War II. Sometimes the students from Nicolet School presented programs in the amphitheater.

Still farther south—almost to the Nicolet and Park corner—are three effigy mounds which were probably built by the Late Woodland Indians. Mounds such as these were erected in the shapes of animals, fowl, or reptiles. It is believed that they were used for burial as well as for ceremonial and religious purposes. At one time there were many more at this location, but farming and digging for residential purposes has destroyed them.

This park has become a special point of interest because of the beautiful gardens on the north which include a fountain formerly located in the dining room of the Hotel Menasha and a gazebo, besides the gorgeous floral designs. There are brick walks for the convenience of those using wheel chairs or walkers.

The other Menasha park on Doty Island is Shepard Park at Mathewson and Fox streets on the west side of the Island. It has an enclosed shelter, a baseball diamond, a basketball court, playground equipment, picnic tables, and a grassy area for lounging or whatever.

Dancing in the Park

In the 1930's an area teenager could go to three dances a week—Wednesday, Friday, and Sunday—from 7:00 to 11:00 P.M. at the Memorial Building. Boys and girls came from Appleton, Oshkosh, Omro, Winneconne (sometimes even from Green Bay) besides Menasha and Neenah. Occasionally, on a Friday night, there would be a school dance after a basketball or football game, but otherwise it was, "See you at the Mem!"

Everyone came early, paid the required nickel, went upstairs and had his or her hand stamped. By 7:30 the popular girls (the best dancers) already had every dance for the rest of the evening promised to someone. How they kept track of when each partner was to appear for his dance, no one knows, but it seemed to work out. Imagine remembering who you had the 16th dance with!!

Music was by records (with someone unknown running the machine) piped from downstairs. The Mem had a great dance floor, and the balcony doors were unlocked so anyone could go out there for a romantic moment or two. Or they could go down the steps and wander across a bridge onto the dark and secluded island. There was also a soda fountain on the first floor so thirst could be quenched, but no drinks were allowed upstairs.

About 10:30 some of the regular partners began to leave. It took a little while to get home—not via the shortest route, of course. The parents knew the dance was over at 11:00, so they allowed a reasonable time to get home after that. However, if a little ride or walk was in the minds of the young people, there would be extra time.

During the summer there was a park dance in the park pavilion every Monday. The dance floor was anything but smooth, but there was real live music! And very good music, too—not just some amateur, pick-up band. Tom Temple and Tony Winters were the next best thing to Tommy Dorsey or Glenn Miller.

Even if you weren't asked to dance, you could sit on a bench outside the pavilion and listen and talk with jealousy about the lucky ones who were "tripping the light fantastic." Maybe a non-dancing male would ask you to go for a walk into the darkness! Whatever you did that night was fun and gave the participants something to discuss until the next Monday.

After dancing at either place in Smith Park for an evening, a teenage girl's diary would read something like this:

"Danced with Truman Hawkinson and Orrin Billington 4 times each. They are the best dancers. Also danced with Lynn Pingrey and Roy Verhoven. Can't remember who else. Left a little early. John Plowright gave me a ride home."



Entertainment

The thing which really kept the Doty Island residents happy was the variety of entertainment closeby. If they did not want to participate or be a spectator at some of the organized events, they could leisurely stroll along the beautifully tree-lined streets or through the parks. Or, if they wanted to stay at home and have company in, they could send for a pail of beer from Walter Bros. Brewery. The group could then look at stereopticon slides, play games, gather around the piano for a "sing," or merely chat.

Amusements

Early on, the Doty island residents were provided with something to do in any spare time they might have. Originally, this meant "men" residents.

In 1924 there was a Twin City Amusement Co. at 301 N. Commercial Street. It is not known exactly what this company did. The same year the Arcade Billiard Parlor was located just down the street at 307. The Island Athletic Club held its meetings there.

Bowling had been introduced in the 1880's, but for a time it was mostly considered to be a rich man's sport. However, in 1934 Doty Island had a bowling alley. By 1940 this was known as Muench's Recreation which existed for many years and became a "hang-out" for both adults and teen-agers.

In the mid-forties a miniature golf course was set up on the triangular space between the Hart Hotel and the railroad tracks on Commercial. It lasted just a summer or two, but when it existed it certainly seemed to be popular.

The Circus

As the people on Doty Island sought to restore their normal lives after the Civil War, it was necessary to find amusements and entertainment. The most exciting was the circus. The southeast corner of Ninth Street and The Avenue (Nicolet Boulevard) in Neenah was the circus grounds with permanent rings. More than one group came into town each summer. Over the years the Tom Mix Show, McDonald's Famous One Ring Circus, Williams' Circus, and P. T. Barnum's Circus appeared.

The "really big show" was that of Ringling Brothers. That group came into Neenah on the Wisconsin Central Railroad in several sections early in the morning, and the big tents were erected quickly. A huge parade of the decorative wagons, animal cages, chariots, horses, and lavishly costumed performers began to promptly wind its way down the streets to the prepared tents.

Crowds lined the route with excitement and cheering. One part of the appearance of the circus which everyone remembered was the herding of the elephants down The Avenue to the lake for their daily baths and watering. Shows were given in the afternoon and evening, and usually the main tent was filled to capacity each time.

Ringling show people stayed at the Hesse Hotel (or whatever the name was of the hotel on North Commercial Street at the time). The smaller circuses pitched tents for their employees.

Of course, occasionally there were accidents or some special kind of excitement. One time a large snake got loose. It was later found dead near Little Lake Butte des Morts. Sometimes horses were hurt or killed. In July, 1939, the location of the circus had changed to the edge of town, and the main tent of the Tom Mix circus crumpled in a cyclone. The first indication that anything serious might happen came when the rain assumed the proportions of a cloudburst and water started to pour through the seams in the top. Then a sudden wind struck and pulled the canvas down. Wet canvas slapped the spectators

in their faces, and their feet became tangled in folding chairs thrown by the wind. Patrons began a mad scramble to escape. After the tent had been blown from over the heads of the people, they were able to see through the blinding rain that they could escape by walking to the top of the bleacher section. With the assistance of circus employees and volunteer townspeople, everyone was helped to the ground.

The newspapers always made a big thing of the circus coming to town. Before the performances they gave warnings to those attending to beware of pickpockets. The next day after the show one could read a detailed account of the agility of the trapeze artists or the excellent horseback riding. In 1889 they even gave the public the tidbit of information that horses of the Cole circus consumed 100 bushels of oats, 80 bushels of corn, and two tons of hay in one day.

The Doty Picture House

John Herziger, the son of butcher Louis Herziger, had no desire to go into the family business. He had bought the building at 302 North Commercial Street from his father and had operated a number of businesses in it for a few years. Nothing was satisfactory. He wanted to do something more exciting and make more money faster. He had noticed the early nickelodeons on Wisconsin Avenue in Neenah, and they held a fascination for him.

In 1907 John decided to go to Chicago to work. He told a friend that he wanted to learn to run a movie picture machine. He got a job as a street car conductor and spent his spare time visiting the best movie theaters in the city. When he had learned enough and had earned enough, he returned to Neenah, converted his building into a theater, and in June, 1912, he opened the Doty Picture Theater.

The theater seated 300 and the admission was five cents. The outside was stucco, and the inside decor was in brown, tan, and green. There was a projection booth at the rear which was

just large enough to hold the operator and hand-cranked flickerless machine. The first projectionist was young Ivan Stilp, the son of the grocer across the street.

During the next few years Herziger made constant changes. The seating capacity was increased and two shows were given each day. The motion pictures shown were comparable to those seen in the big cities. Everything was up to date. The place was comfortable—cool in the summer and warm in the winter.

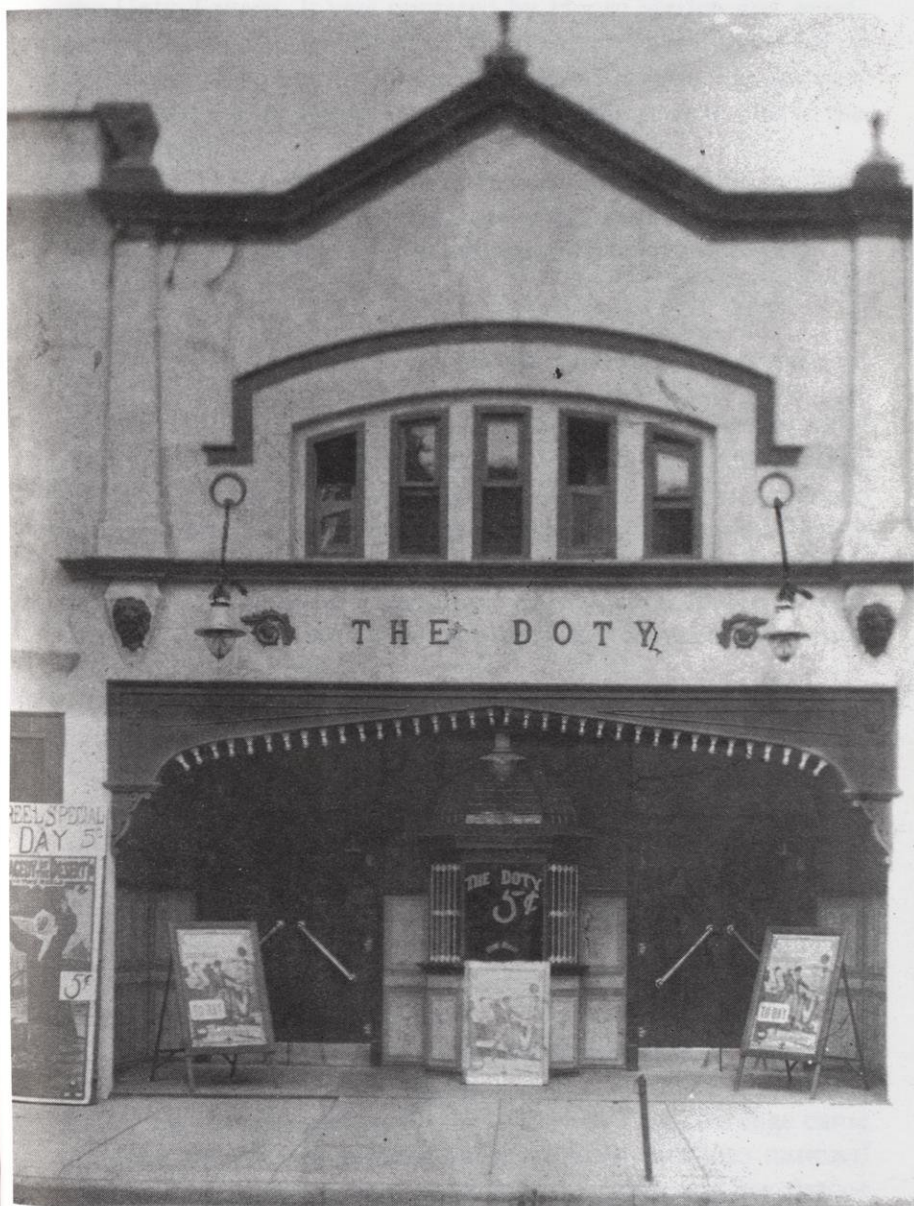
One thing that was necessary to the silent film presentation was music to go with the story. A good piano player really added to the mood, whether it be sadness or excitement. In 1915 Dan Barton from Oshkosh invented the "Bartola," a musical instrument played similarly to a piano, but there were attachments which added bells, drums, and other special effects. It was the forerunner of the theater organ and needed a particularly talented person to operate it.

Fortunately, there was such a person whom Dan Barton had found. Ethwell "Eddie" Hanson was the first person who could handle the complicated Bartola, and Barton was impressed. Of course, Hanson was hired to play at the Doty. He was paid five dollars per week.

This first class movie theater with its excellent selection of movies attracted not only the "upper crust" of local society but some national celebrities, too. It has been said Tom Mix was a visitor at one time. Eddie Hanson often spoke of meeting Carrie Jacobs Bond, composer of "I Love You Truly" and other well-known songs. They developed a close friendship which lasted until her death. Eddie himself was a song writer, having had many of his works published. He went on to enlist in the navy in World War I and became a member of John Philip Sousa's band. After his military discharge he played the organ at the Chicago Theater and occasionally did some radio work.

The Doty Theater closed in 1926. John Herziger then managed the Neenah Theater and owned the Orpheum Theater in Menasha. The Doty had been unable to compete with the others.

In the early 1930's the theater was remodeled to become



Doty Theater, N. Commercial St., Neenah

the Doty Tavern. It was operated by Henry Steffen and maintained the good reputation of the theater. There was a fancy decorative bar, booths along the side with bells for the customers to ring for service, and artificial palm trees to add to the atmosphere.

Today it is a pleasure to see that the outside of this building is being restored. May the operator of the new business have the success and reputation the building has had in the past.

Doty Tennis Club

The Doty Tennis Club was started in the mid-twenties. The Fox River Valley doubles championship had been inaugurated in 1923 on the single tennis court at Doty Park in Neenah. At that time two trophies were donated by J. C. Kimberly and D. K. Brown. The Oshkosh Tennis Club had run the Fox River Singles Championships until the 1930's when that club collapsed. The Doty club then acquired that tournament, which was a two-day event.

Originally the Doty Tennis Club was a rather loosely organized group, but in July, 1926, when Mowry and Carlton Smith donated some land between Park and Winnebago streets in Menasha, it was reorganized. The aim of the club was to promote tennis in the Twin Cities. The new club was incorporated with shares to be issued immediately. Provision was also made for the admission of lady members. Officers were elected: President — I. J. Stafford; Vice-President — Harry Williams; Treasurer — Ambrose Owen; Secretary — Eaton Sizer; and Asst. Secretary — Al Kramer.

Six cement courts were constructed soon after the reorganization along with a club house.

A big change came in the 1940's when Hugh Strange came up with the idea of making those tournaments into national events. The program was expanded to a week and for five or six years it became a regular stop for many star players.

In those days there was no money in tennis nor was there

any promotional income available to players. For the most part all the top players were amateurs, so there was no tournament money to be had. However, the Fox Valley became the "hotbed for tennis in Wisconsin," and the tournaments brought in the top players of the world such as Bobby Riggs, Don McNeil, Bill Tilden, Frank Parker, Don Budge, and Pancho Gonzales.

Paul, Hugh, and John Strange were the promoters and did most of the groundwork. The visiting players were housed by local residents and each year's tournament was a big social event with the nationally known players mingling with the locals.

One of the most often mentioned persons remembered when reminiscing about the club was Adrienne E. Bataille who was the club pro for many years. Ivan Williams, tennis coach of Neenah High School, can be given credit for the interest in and development of excellent players in the thirties and forties. Ivan and Leo Kenney, Menasha High School coach, have since been inducted into the Tennis Hall of Fame.

The club had a number of ranked tennis players during that period: Mary Jane Bevers, Lois Lewandowski, Silas Spengler, Chrisey Turner, Jack Pinkerton, Jim Deloye, Lynn Cooper, Dick Flom, and Don Vought. The latter continued as a ranked player for a number of years and eventually became manager of the Winnebago Tennis Club in 1950. The club had a number of changes in name over the years, including Winnebago Town and Tennis Club, but Doty Tennis Club is best remembered.

Three townhouses have replaced the cement courts and the club house.

Driving Park

Early in 1868 there was considerable talk about developing a horse race track and fair grounds on Doty Island. The local newspapers included weekly items on the progress. In July it was reported that the project was "afoot" and that 60 acres of the Conklin property at the head of Doty Island had been



Island Athletic Club in front of Arcade Billiard Parlor, N. Commercial St., Neenah

purchased. The land overlooked Lake Winnebago at the east end of The Avenue on the Neenah side.

Next, the "new riding park" was a "fixed fact." Hon. A. B. Jackson had purchased the Miner property for \$1600. August 22 the driving park officers were announced: President — C. Reed; Secretary — E. L. Mathewson; Board Member — O. J. Hall.

A number of prominent men and those who owned good horses were extremely interested in proceeding with the building of the driving park. However, a great number of citizens were hopeful that the large tract of land which was being considered might better be used for religious assemblies. There was also worry about the gambling which would follow the races.

Raising money to purchase the necessary land was difficult and things did not move along as rapidly as expected. A group of men had pledged \$15,000, but it was not enough. In June of 1879, 20 acres of Moore's 60 acre tract on the lake shore was bought by the stockholders of "The Doty Island Park Assn." The officers at this time were: President — C. S. Felton; Vice-President — F. C. Shattuck; Treasurer — A. H. F. Krueger; Secretary — G. W. Dodge. Now both cities were represented.

Finally, it was announced that the park was completed and would be open to the public on Sunday, August 23, 1879. Season tickets \$5; carriage and two persons 25¢ and for each additional person 10¢; children under 12 free. The track officially opened September 6, and most of the racing entries were local. On September 13 the *Menasha Saturday Evening Press* announced: "The opening of the Doty Island Driving Park took place on Saturday last. The weather was pleasant and a large crowd in attendance. Several turf-men present gave their opinion that the track was the best half-mile course in this part of the state."

Regular sulky races began in October and were held on Wednesdays and Thursdays. The price of admission was 25¢, and the first race had a purse of \$225. Soon the races became an accepted part of the community, and for several years harness racing was a part of the 4th of July celebrations.

A grandstand was built in front of a twelve-stall stable, and a huge barn in the Gothic style was also erected. Enthusiastic horse owners brought their sulkies and pure-bred horses from a considerable distance to have them race for the fairly substantial prize. It was said that the money won by betting was often larger than the prize.

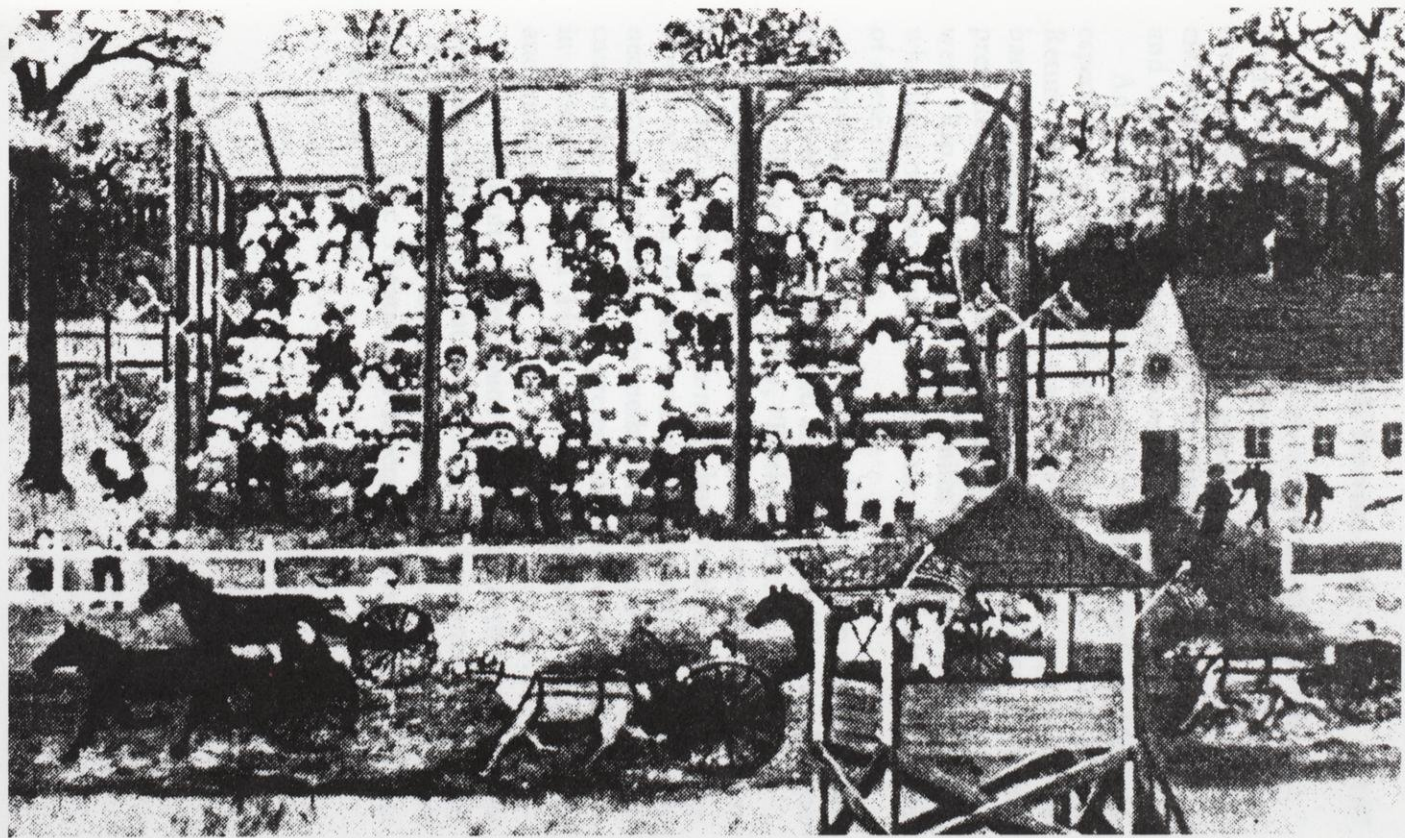
The attendance by the general citizenry was not as great as had been anticipated. Rumors of large betting and a brothel nearby to accept cash from the winners or to console the losers kept many of the church-going ladies and their husbands away. Constant changes of owners and officers were not conducive to establishing interest.

By 1889 no races were being held on the Fourth—only in Fall. By that time S. A. Cook was the owner but was hoping to sell it to the Chautauqua Assembly. Finally horse races were discontinued entirely, and the area became a campground, picnic grounds, bike racing track, baseball field, and a park. Families came by the wagonload for their outings.

Eventually the prime location was sought for residential lots, and the Smiths bought part of the land. The Smith home was built in 1917, long after the last horse ran, but their driveway followed the curve of the track. Soon the entire area became a development of lovely homes and of the Congregational United Church of Christ.

Winnebago Players

In 1928 when Doty Park was officially opened, a group of talented actors from both Menasha and Neenah presented the English comedy "Prunella." It was done in the out-of-doors in the natural setting of the park. Because of the great success of the show, a small group started a movement toward a permanent players organization built with the objective of putting on an annual high grade dramatic work, alternating between the parks of the two cities. So, during the winter of 1928-29, the Winnebago Players was born.



Driving Park at east end of Nicolet Blvd., Neenah

The first production was chosen to be "Smilin' Through." Ruth Dieckhoff, speech teacher of Neenah High School, had directed "Prunella," and was asked to also direct the first official offering of the formal group. "Pomander Walk" and "Devil and the Cheese" were also presented in Doty Park.

An amphitheater was erected in Smith Park in Menasha especially for the Winnebago Players. In July of 1934 "The Return of Peter Grimm" was presented there. "Queen's Husband" was another show given at that location. Two plays were presented on Picnic Island behind the Memorial Building. They were "Rip Van Winkle" and "Smilin' Through." Gilbert Hill, who lived on Naymut Street, had the starring role in a number of these early shows.

During World War II the little theater group was dormant, but in 1948 it was reorganized and William A. Mowry, Jr., was hired to direct the first play, "Blythe Spirit."

The idea of giving the shows "under the stars" appeared to be a good one in the beginning, but weather (with the possibility of having to offer 'rain checks'), rustling of leaves, the necessity of providing citronella candles, and other problems caused the new group to present the future shows indoors—in either Menasha High School or Shattuck High School auditoriums.

It is difficult to determine exactly when the organization formally disbanded, but this eventually happened in the early 1950's. There had been some problems in finding suitable directors. Attic Theater and Riverside Players later filled the theatrical vacancy.



Crimes

Doty Island was nearly always crime-free. There were minor cases of vandalism, theft, etc., but the felonies were almost non-existent.

Blue House Murder

The Burts family were pioneers of Doty Island. They had always lived on Winnebago Avenue, and the house at the top of the hill, which was built in about 1875, was their home. Grandma Burts had lost five children during a diphtheria epidemic, and all were buried in the back yard. She grieved so for them that she would take her rocking chair out by the graves and sit there doing her mending. Later, when another house was built on the site, the tombstones were found in the high grass.

Before the Burts house was torn down, Daniel Rohrer and his wife and Daniel's bachelor brother, David, lived in that house at 330 Winnebago Avenue. Daniel worked at the Wooden Ware and had brought some blue coloring home from work with which to paint the house. This shocked the community as blue was an unheard of color for a house.

According to the newspaper story, David fell in love with his brother's wife and had asked them to move somewhere else. Dan agreed and got his brother-in-law, Mr. Metternich, to bring a dray to load with their things for moving. Mrs. Rohrer was in the back yard hanging up a washing, and David walked back there and shot her with a .38 revolver. He then turned the gun on himself and fired into his head. Coroner T. D. Phillips was called and pronounced them both dead.

Daniel lived on in the house and eventually married again and had three daughters. He died in 1923 at the age of 64.

Webb Kidnapping

The James Webb family lived at 122 First Street in Neenah. On the morning of Tuesday, April 13, 1926, their six year old daughter, Frances, left for school as she usually did. She attended the Third Ward School just down the street from her house. It is now the Roosevelt School.

Shortly before she arrived at the school yard, a man in a car induced her to get in with him. She did, and he drove away with her. They drove toward Waverly Beach and then on to Kimberly, where he stopped, leaving the girl in the car, to write a ransom note. The kidnapper then drove to Appleton where he "mailed" the note, which demanded \$3,000 for the return of the girl, by giving it to a letter carrier on the street.

The ransom note ordered Mr. Webb to give \$3,000 in \$10 and \$20 bills to the conductor of the Neenah-Fond du Lac interurban car which would leave Neenah at 7:00 P.M. It said that a man would board the train just for the purpose of picking up the money. Mr. Webb had received this letter the same afternoon that Frances disappeared.

After "mailing" the note, the kidnapper continued to drive around and around with his hostage for the rest of the day and evening. It was later learned that the kidnapper was at the station but he was apparently frightened off by the posse which had been engaged to search for the girl.

At approximately 10:00 P.M. that night he stopped at a farm house near Fond du Lac and took the girl into the house. He told the farm couple that he had to take his wife to the hospital and that he wanted them to care for the child for awhile. He then drove off. Frances told the people what had happened, and they called her parents and the sheriff. The sheriff took her to the Fond du Lac office where her parents met her. It was just four hours between the time she was dropped off until she was back home.

The perpetrator was taken into custody near Madison and was questioned from Sunday evening to Monday noon. A confession to Neenah Police Chief Watts was signed at 11:00 P.M.

on Monday evening, less than a week from the time of the crime.

Frances was unharmed and had not been particularly frightened. Confused, however. But for a time it was a terrible thing for the girl and her family, and the fear did not go away for a long while. It also affected the community considerably and was the topic of conversation with everyone feeling sympathy for all concerned.



Epilogue

The intent of this book was to tell the story of Doty Island up to World War II. However, the story does not end there.

Progress, growth, and change, good and bad, continued for five more decades in order to reach its 1999 stage of development. The intervening years saw businesses and industries fail or change locations. Others arrived to replace them or their buildings were left vacant. A few are still in existence today.

While many stately "mansions" remain standing, others were razed and replaced by more modern homes, usually less "showy" but still elegant. Schools, churches, and the hospital expanded or were remodeled. Parks saw a renewal with flower beds and pavilions. Hundreds of trees were planted to replace those destroyed by Dutch Elm disease which was especially devastating on the Island.

For many years "Islanders" were unaware of their unusual location and became complacent about their role as a community. In the past decade a concerted effort by Island leaders has been made to revive a consciousness of the community's role.

Confined by nature to a few miles of space, half Menasha and half Neenah, this close-knit area has the distinct possibility of fulfilling the dream of the Dotys to develop an "Island City." Unlike their dream, however, this unique community is not separated from Neenah and Menasha. Instead it performs the role of a link joining the two cities, and Nicolet Boulevard changes its purposes from being a dividing line to that of a connecting route.



"The island is about a mile in length which for depth and richness of soil is equal to any in the territory of Michigan. It is covered with a heavy growth of hickory, oak, butternut, and basswood, with the exception of about 40 acres at the upper (eastern) end of the island which is a fine clear field, ready for the plough."

Colonel Samuel Stambaugh
Early Indian Agent
1831