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EARLY HISTORY
of
OZAUKEE COUNTY
WISCONSIN

Not For Circulation!!

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EARLY HISTORY OF OZAUKEE COUNTY - 1835 to 1900 approx.

TABLE OF CONTENTS AND LOCATIONS OF SITES & MARKERS

History of Ozaukee County	1
(See also stories beginning pp. 37, 63, 75, esp. pp. 77-78)	
The West Indian Store	5
Ozaukee County Indian	13

**EARLY HISTORY
of
OZAUKEE COUNTY
WISCONSIN**

TOWN OF CEDARBURG

1. History of Cedarburg and Growth.	13
Picture Page.	14A
2. Key Personalities in History of Cedarburg.	15
3. Columbia Mill - Now Weber Milling Co.	22
(Columbia Ave. & Highland St.)Picture	14A
4. Cedarburg Mill - Now Cedarburg Supply Co.	24
(Columbia Ave. & Highland St.)Picture	14A
5. Pleasant Hill	27
(Columbia Ave. & Highland St.)Picture	14A
6. Pleasant Hill - Now Cedarburg Mill Co.	29
(Columbia Ave. & Highland St.)Picture	14A
7. Pleasant Hill - Now Cedarburg Mill Co.	30
(Columbia Ave. & Highland St.)Picture	14A
8. Pleasant Hill - Now Cedarburg Mill Co.	31
(Columbia Ave. & Highland St.)Picture	14A
9. Pleasant Hill - Now Cedarburg Mill Co.	32
(Columbia Ave. & Highland St.)Picture	14A
10. Pleasant Hill - Now Cedarburg Mill Co.	33-34B&C
(Columbia Ave. & Highland St.)Pictures	14A&B
11. Pleasant Hill - Now Cedarburg Mill Co.	16
(Columbia Ave. & Highland St.)Picture	14A

TOWN OF SAUKVILLE

1. Picture	34E
2. Payne	35
(Green St. & Corner)Picture	34E
3. Historic & Ozaukee	37
4. Saukville	40
5. Early Progress	42

Table of Contents - Locations, cont'd

TOWN OF PORT WASHINGTON

- 1. Picture Page 44A
- 2. Port Washington 45
- 3. Pier Street (See also "Pier Street") 55

EARLY HISTORY OF OZAUKEE COUNTY - 1835 to 1900 approx.

TABLE OF CONTENTS AND LOCATIONS OF SITES & MARKERS

History of Ozaukee County 1
 (See also stories beginning pp. 37, 63, 75, esp.
 pp. 77-78) 60
 The Great Indian Scare 5
 Ozaukee County Indians 13

TOWN OF CEDARBURG

- 1. History of Cedarburg and Growth 13
 Picture Page 14A
- 2. Key Personalities in History of Cedarburg 15
- 3. Columbia Mill - Now Weber Milling Co. 22
 (Columbia Ave. & Highland Dr.) Picture 14A
- 4. Cedarburg Mill - now Cedarburg Supply Co. 24
 (Columbia Ave. & Portland St.) Picture 14A
- 5. Wittenberg Mills 27
 (E. Bridge St. & Washington Ave.) Picture 14A
- 6. Excelsior Mill - now Cedarburg Nail Co. 29
 (Hwy. 57 east of Cedarburg) Picture 14A
- 7. Cedarburg Grist Mill- torn down 30
 (was at Bridge & Jefferson Sts.) Picture 14A
- 8. Planing Mill - no picture 31
- 9. Pleasant Valley Octogon School - now a home 32
 (Pleasant Valley Rd. west of Covered Bridge Rd.)
- 10. Covered Bridge & Two Historic Markers 33-34B&C
 (Covered Bridge Rd. between Hwy. 60 &
 Pleasant Valley Rd.) Pictures 34A&E
- 11. Frederick Hilgen Home 16
 (139 S. Spring St. (2 flags celebrate Civil
 War Centennial). *Picture* 14A

TOWN OF SAUKVILLE

- 1. Picture Page 34E
- 2. Payne's Dance Hall 35
 (Green Bay Ave. at Bridge -N.W. Corner) Picture 34E
- 3. Historical Sketches of Saukville & Ozaukee 37
- 4. Saukville 40
- 5. Early Prominent Men in Saukville 42

Table of Contents - Locations, cont'd.

TOWN OF PORT WASHINGTON

1.	Picture Page	44A
2.	Port Washington	45
3.	Pier Street (See also "Federspiel" p. 50)	55
	(See also "Foundries" p. 47, "jewelry" p. 51)	
4.	1856 Wreck of the Toledo	56
	(Anchor in cemetery marks grave of victims near S. Park St. entrance. Similar anchor in Smith Bros. parking lot)	
5.	Pebble House	58
	(S. Milwaukee St. at Bridge)	
6.	Leland Stanford's Law Office	60
	(113 E. Main St.) See also pp. 52 & 53. Picture	44 A
7.	Teed - Bohan House (See "Bohan")	51 & 60A
	(829 W. Grand Ave.)Picture	44A
8.	Steinke - Werking House	60A
	(519 W. Grand Ave.)Picture	44A
9.	Blake Home- torn down, (see "their home".	47
	(stood at approx. 223 W. Grand Ave.)Picture	44A
10.	Zausch Bros. Cigar Factory- torn down	60A
	(stood at approx. 123 N. Franklin St.)Picture	44A
11.	U.S. Gov't. Light House	60A
	(311 E. Johnson St.)Picture	44A
12.	North Slip Port Washington Harbor (see also p. 51).	60A
	(Foot of Grand Ave. & Foot of Main St. Picture	87A

TOWN OF GRAFTON

1.	Port Ulao	61
2.	Early History of Grafton.	63
3.	Old Lime Kilns.	68
	(on Green Bay R'd. south of Grafton)Picture	34E
4.	County's First Court House.	66
	(the present Old Court House Inn on the square).	
5.	Grafton Woolen Mills	67
	(on Bridge St. at river)Picture	34E
6.	Grafton Furniture Factory- torn down.	66
	(was on Corner of Falls Rd. and 12th Ave.)Picture	34E
7.	Hamilton & the Concordia Mill	69
	(Green Bay Rd. between Hamilton Rd. and County "T") See also Janssen pp. 77-78 Picture	69A
8.	Turner Hall, Hamilton	77-8
	(Hamilton Rd. west of Green Bay Rd.)Picture	69A
9.	Typical Water WheelPicture	34E
	<u>Picture Page.</u>	69A
	<u>Picture Page.</u> Me. g. von.	69B

Table of Contents - Locations, cont'd.

Table of Contents - Locations, cont'd.

TOWN OF MEQUON

1. Octagonal Barns 70
 (U.S. 141 between Pioneer Rd. "C" and Donges Bay Rd. there are four. One is east of U.S. 141 on Highland Rd.; one east of 141 on "C" between Pioneer Dr. and Lakefield Rd.) Picture 69B

2. The History of Thiensville & Mequon 75

3. The Thiensville Mill- torn down 80A
 (was on Green Bay Rd. at river).Picture 69A

4. Opitz Tavern, Thiensville 79
 (N.W. Corner Hwy. 57 and Green Bay Rd.)Picture 69A

5. Thierman's Dry Goods, Thiensville 77
 (Green Bay Rd., site of present Helm's I.G.A.)Picture 69A

6. Trinity Church, Freistadt- torn down. 81
 (was on north side of present south cemetery)Picture 69B

7. Freistadt R.F.D. 69B

8. Wagner's Tavern- torn down. 78
 (was at corner Wauwatosa Rd. & Hwy. 167)Picture 69B

9. Jonathan Clark House. 79A
 (N.W. corner Hwy. 57 & Bonniwell Rd.).Picture 69B

TOWN OF BELGIUM

1. History of Belgium. 83

2. Holy Cross, Town of Belgium 87
Picture Page 87A

TOWN OF FREDONIA

1. Village of Waubeka. 88

2. Village of Fredonia 93

3. Village of "Little" Kohler. 94

4. Stony Hill School House 95
 (County Trunk "3" between Hwy. 84 and Kohler Rd.)Picture 87A

5. Cooley House. 91
 (County "A," 3 rd house west of inter-section with "I". South edge of Waubeka, north side of road)Picture 87A

6. Cigrand Memorial. 92
 (on main business street).Picture 87A

Table of Contents - Locations, cont'd.

OZAUKEE COUNTY PIONEER VILLAGE

(It is located on County "I" between Hawthorne Rd. & River Rd. marked CP on map.)

1. Ahner Log House - Hawthorne Hills Park		96
	Picture	87A
2. Zettler Half Timber House - Hawthorne Hills Park		97
	Picture	87A
3. Hashak Log Hay Barn - Hawthorne Hills Park		97
	Picture	87A

This brief history was assembled, edited and prepared by a Volunteer Committee of Three: Mrs. Dorothy Kelm, Lincoln School Librarian, Port Washington; and two committee chairmen of the Ozaukee County Historical Society: Mrs. James McCray, Ways and Means and Village Furnishings; Mrs. Arnold Barr, Publicity and Archives. It was presented to the schools and libraries of Ozaukee County by the County by the County Historical Society, June 1967. The Committee of Three extends thanks for long hours of work on the pictures by Ralph Luedtke and for use of pictures to Vern Arendt, to local newspapers and to donors of pictures to the Historical Society files. Also to many others who helped in many ways we extend our thanks. Added to the Credits on the following page should be: History of Thiensville and Mequon--Sylvia Eccles.

C R E D I T S

History of Saukville	Mrs. Cloyd Leach
History of the Octagonal Schoolhouse	David Foran
History of Grafton	Ralph Zaun
History of Belgium	Raymond Antoine
History of Ozaukee County	Jeanette Barr
History of Port Washington	Jeanette Barr
History of the Wreck of the S. S. Toledo	Mary Gros Herziger
History of Freistadt	Mary Leader
History of Cedarburg	Mrs. James McCray

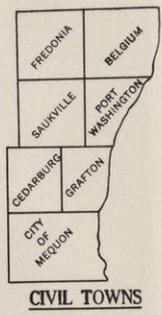
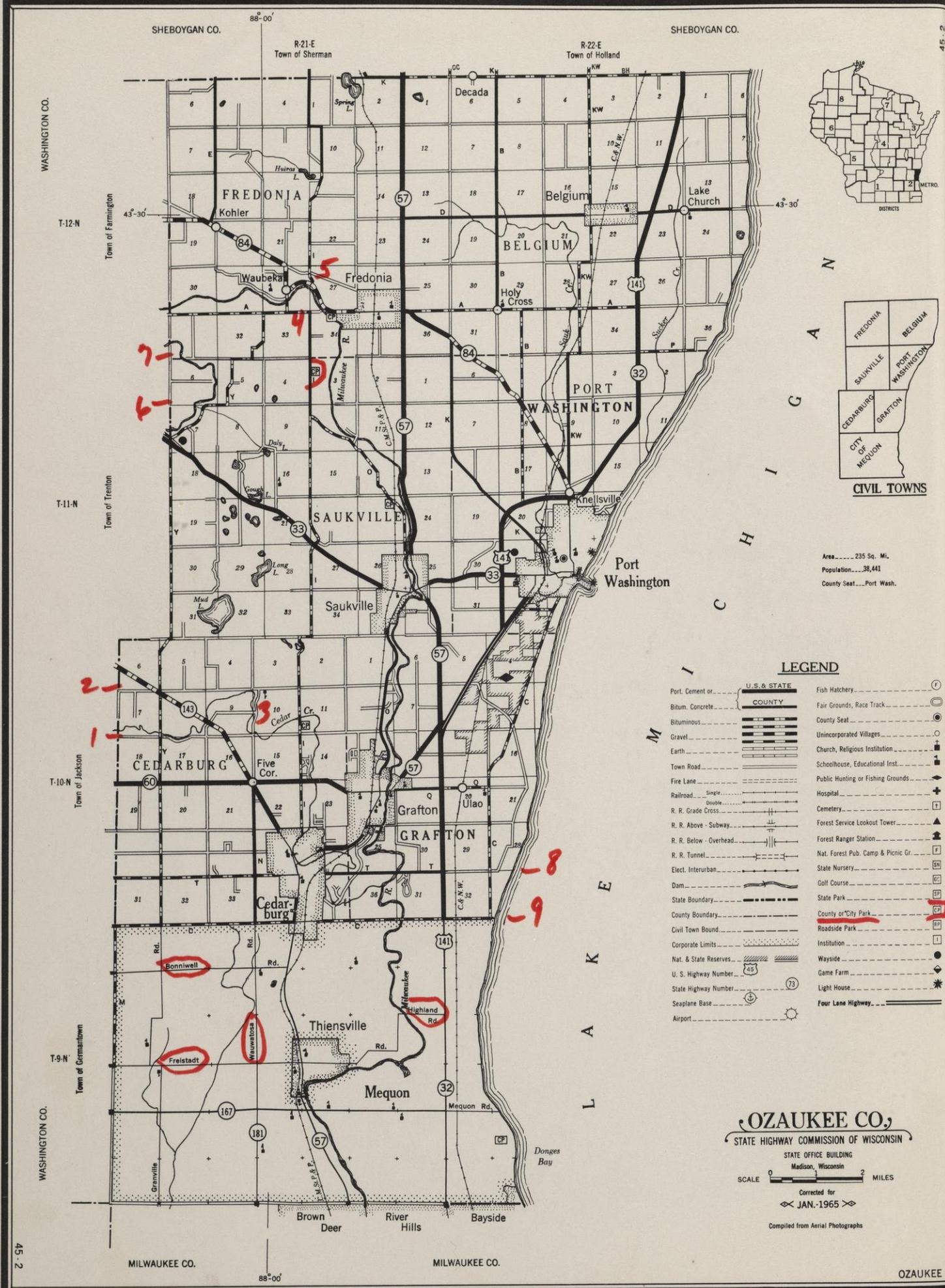
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8

9
10

11
12
13
14

171



Area..... 235 Sq. Mi.
 Population..... 38,441
 County Seat..... Port Wash.

LEGEND

Port. Cement or	U. S. & STATE COUNTY	Fish Hatchery
Bitum. Concrete	Bitum. Concrete	Fair Grounds, Race Track
Bituminous	Gravel	County Seat
Gravel	Earth	Unincorporated Villages
Earth	Town Road	Church, Religious Institution
Town Road	Fire Lane	Schoolhouse, Educational Inst.
Fire Lane	Railroad - Single	Public Hunting or Fishing Grounds
Railroad - Single	R. R. Grade Cross	Hospital
R. R. Grade Cross	R. R. Above - Subway	Cemetery
R. R. Above - Subway	R. R. Below - Overhead	Forest Service Lookout Tower
R. R. Below - Overhead	R. R. Tunnel	Forest Ranger Station
R. R. Tunnel	Elect. Interurban	Nat. Forest Pub. Camp & Picnic Gr.
Elect. Interurban	Dam	State Nursery
Dam	State Boundary	Golf Course
State Boundary	County Boundary	State Park
County Boundary	Civil Town Bound.	County or City Park
Civil Town Bound.	Corporate Limits	Roadside Park
Corporate Limits	Nat. & State Reserves	Institution
Nat. & State Reserves	U. S. Highway Number	Wayside
U. S. Highway Number	State Highway Number	Game Farm
State Highway Number	Seaplane Base	Light House
Seaplane Base	Airport	Four Lane Highway
Airport		

OZAUKEE CO.
 STATE HIGHWAY COMMISSION OF WISCONSIN
 STATE OFFICE BUILDING
 Madison, Wisconsin
 SCALE 0 2 MILES
 Corrected for
 $\langle \rangle$ JAN. 1965 $\langle \rangle$
 Compiled from Aerial Photographs

Table of Contents - Locations, cont'd.

KEY TO NUMBERS ON MAP OF COUNTY

1. Cedar Creek Road
2. Pleasant Valley Road
3. Covered Bridge Road
4. Intersection of "A" and "I"
5. Kohler Road
6. Hawthorne Road
7. River Park Road
8. Lakefield Road
9. Pioneer Road

When Harrison arrived on the site of Port Washington, he found an Indian, Chief Wabeka, encamped near the beach where he had made quite a clearing and was building a wigwag. The chief made his winter camp near the village of Wabeka, which might have been his name. The Indians told a story of another white man who came with the lake in a canoe, camped for a winter on the site of Port Washington, brought a cross, and taught Christianity to the Indians. The exact identity of this missionary is not recorded, but the Marquette University's Department of History has stated that the story is probably true.

Master Harrison and his settlers in 1835 put up close to a dozen houses, and after trading property back and forth at inflated prices for two years, there was nobody left to buy, and the financial panic of 1837 put an end to further settlement. So the citizens picked up their movable belongings and departed, leaving the empty houses behind them. Five years later, Harrison returned with five families who became the first permanent settlers of Port Washington. They came by boat and anchored some distance from shore, while

HISTORY OF OZAUKEE COUNTY

Ozaukee County, when first settled, was called Washington County and comprised what is now Ozaukee and Washington Counties. The first white man to set foot in Ozaukee County was "General" Wooster Harrison of Michigan City, Indiana, who purchased the entire downtown section of the city ^(Port Washington) from the U.S. Government the day it was put on sale in Green Bay in 1835. He named the place Wisconsin City and immediately attracted a handful of settlers and other land speculators like himself to the site. It was believed that either Port Washington, Milwaukee, Chicago, or Michigan City would become the greatest port on the lakes and metropolis of the midwest. Most speculators invested in all four sites.

When Harrison arrived on the site of Port Washington, he found an Indian, Chief Waubeka, encamped near the beach where he had made quite a clearing and was raising corn. The Chief made his winter camp near the village of Waubeka, which still bears his name. The Indians told a story of another white man who came down the lake in a canoe, camped for a winter on the site of Port Washington, planted a cross, and taught Christianity to the Indians. The exact identity of this missionary is not recorded, but the Marquette University's Department of History has stated that the story is ^{partly} probably true.

Wooster Harrison and his settlers in 1835 put up close to a dozen houses, and after trading property back and forth at inflated prices for two years, there was nobody left to buy, and the financial panic of 1837 put an end to further settlement. So the citizens picked up their moveable belongings and departed, leaving the empty houses behind them. Five years later, Harrison returned with five families who became the first permanent settlers of Port Washington. They came by boat and anchored some distance from shore, while

History of Ozaukee County

the men waded in to build rafts for transporting their families and goods to dry land.

In the meantime, the first house was built in Saukville in 1836 by George Daniels, ~~who later became State Geologist.~~ A log and bark shanty was built in Grafton in 1837; the first German settlers to the county arrived in Mequon in ~~1839~~¹⁸³⁹ and in Thiensville in 1842. New Dublin (now Hamilton) was settled about the same time; Fredonia, Waubeka, and Cedarburg in 1844, and a hotel was built in Saukville, which was the halfway spot for travelers between Milwaukee and Sheboygan. In each community the first settlers were attracted to the site because of the water power available for mills. In Hamilton, however, the first man to set an axe to the primeval forest had the contract to build that section of the Green Bay Road in the Town of Cedarburg. And in Freistadt, Town of Mequon, the company of German Lutheran settlers came seeking religious freedom, having differed with the state church in Germany at that time. Freistadt means "Free City."

The first county seat was at Grafton, then called "Hamburg", and possibly located there because the first lawyer was there. But it was soon moved to Port Washington, where it remained. When the old county split up in 1853 into Washington and Ozaukee Counties, there was a fight for possession of the county records, and Washington county raiders managed to steal some of the records, but all were eventually returned.

From the old records of the Town of Port Washington, beginning in 1846, which at first included the Towns of Cedarburg, Saukville, Fredonia, and Belgium, and Grafton, it is seen that the first business of the Town Supervisors was the building of bridges and care of the poor. First elections were held in the homes. Then the elected supervisors appointed a constable and a school commissioner, purchased a book for keeping records, bought some land

History of Ozaukee County

for a school, audited the accounts, assessed taxes to cover them, and granted licenses to saloons for \$5.00. At a meeting in 1847, the supervisors "ordered that 50 pounds of flour for Mrs. Smith, one of the town poor, be purchased of H. Schmitz, if he would wait for his pay until next year's poor fund should be collected. Amount \$1.25."

A shocking incident occurred in Mequon due to lack of Town or County government organization for public emergencies. A group of Port fishermen were capsized and drowned in a terrible storm. Weeks later it was learned that their bodies had washed ashore at Mequon and citizens there had buried them in shallow graves on the beach without coffins and taken no trouble to identify the bodies. Other Port fishermen set out in high dudgeon for the Mequon beach, dug up the bodies and returned them to their families for proper burial.

Ozaukee County from 1850 until World War I could be described as a melting pot of population. By 1870, the population was 7/8 German, counting both the German born and their descendents. Of some 6,000 foreign born, over 4,000 were German born; (including Luxembourgers) and the next highest number, the Irish, were only some 400, the English born 100. etc. Until 1917, all newspapers in the county except one were German. German was taught in the parochial schools, and no one could carry on business of any kind without a knowledge of that language. The native born citizens sometimes felt like foreigners in their own country.

Nevertheless, the pioneers set examples of Brotherhood that could well be pondered today. After one hard lesson learned from the Civil War Draft Riot, harmony prevailed. Everyone agreed afterwards that the riot was due to a misunderstanding through language difficulties. It could have been avoided if the Draft Board had possessed the present day concept of public relations.

History of Ozaukee County

Since there were two outstanding German-born citizens on the Board, one would think they would have taken their fellow Germans under their wings. But means of communication, even through newspapers, were not universal in those days as they are today. As the old country class-consciousness was still strong, the German Board members may have felt it was their place to call up the men and the peasant's place to obey without question. At any rate, all members of the Draft Board happened to be Masonic Lodge members. The rioters were German and Luxembourger farmers and workmen who looked with suspicion on secret societies. Many of the farmers had just cleared their land and could not leave their families with no one to do the planting and harvesting. They noted that many Masonic Lodge members had purchased immunity from the draft; (a legal practice in Civil War Days, substitutes being hired with the money collected) and it so happened that certain sinister characters had approached the German farmers representing themselves to be Government agents and collecting draft immunity money from the farmers, which they pocketed and disappeared. Since most Germans had come to this country to escape Europe's senseless wars, their wrath was understandable. From that time to the present day, great pains are taken here in appointing committees and boards of social or political organizations that represent all religious and social groups. Old Timers still admonish every newcomer who has the task of appointing committees.

Through their gymnastic societies (Turnveriens), singing societies (Gesangveriens), bands, orchestras, and German reading clubs, the German born citizens taught their Yankee friends an appreciation of German culture. Many Yankee children were sent to the German Sisters to learn music and fine needle-work.

THE GREAT INDIAN SCARE

Some think it was just one of those unexplained cases of mass hysteria. Other less casual thinkers believe it was a very clever and nearly successful scheme on the part of Confederate agents. Whichever it was, unbridled panic swept Wisconsin in the early days of September, 1862, culminating in a frenzied flight from "murdering Indians" into Milwaukee. Of all the possible causes, only one thing is certain...there were no murdering Indians!

The citizens of Wisconsin were no more fools than anyone else, but with 30,000 men on the Civil War front and out of the line of home defense, their beloved Governor Harvey recently drowned in the Tennessee River, and blood-chilling reports of actual massacres in Minnesota, the whole state developed a king-sized case of the jitters. All of a sudden rumors of mythological massacres leaped from town to town like grass fires that refuse to be stamped out. Respectable, reliable and perfectly sober citizens suddenly took to their heels, convinced that they had escaped just ahead of a mob of plundering, raping, scalping savages. One man in all sincerity told a Milwaukee Sentinel reporter that as he and his family had fled, he had looked back and seen Indians run out of the woods and set his house on fire,

There were about 9,000 Indians in Wisconsin at that time, a loyal, law-abiding segment of the population. Many of them volunteered for service in the Union army. When the fear spread over Wisconsin, the Indians panicked, too, for they knew all too well that a scared white man is a dangerous one. If it was a Confederate plot, as is suggested in the "History of Ozaukee and Washington Counties," it may well have been aimed at destroying the amity

The Great Indian Scare

which existed between settlers and Indians in this state. Had it succeeded here, the same strategy might have been repeated elsewhere.

The first rumors began to spread during the closing days of August. A Captain Harriman, who was sent to investigate them, reported to Governor Salomon on August 31, "So far as I can judge, the fear is mutual, and the Indians and Whites are striving to outdo each other in conceding territory-- that is, while the Whites are running in one direction, the Indians are running in the other."

In spite of the captain's sensible appraisal of the situation, the panic continued, sweeping ^{from} ~~from~~ the western portion of the state into the eastern. People loaded stoves, pots, kettles, food supplies, and furniture into wagons and plunged headlong into disorganized flight. In many cases they destroyed all the property they were unable to take, not wanting to leave anything of value to the Indians. Flour was dumped in the rivers, whiskey poured on the ground, and the pigs and other livestock turned into houses and barns to feast on precious stores. One person later wrote that they were "ridiculous, frightened, desperate, foolish, cowardly,..."

"Manitowoc is in ashes!" "Sheboygan plundered and burning!" "Centerville destroyed!" "Three thousand Indians advancing on New Holstein!" So the messages ran,

Actually, the only victim near Manitowoc was an ox which was slaughtered by some hungry Indians. Nevertheless, the women of Manitowoc gathered in the courthouse with vessels of boiling water ready to throw on the invaders. What did the men of Manitowoc do? One hid in a featherbed. What the rest did is not recorded. In fact, all down the line, if reports are to be believed, it was mainly the women who rose to the defense of their homes and the men who fled.

The Great Indian Scare

In the meantime, rumors had begun to trickle into Milwaukee. The people looked out over the dry, hot dusty landscape of Thursday, September 4, and it was not hard to believe that the bluish haze on the horizon was smoke rising from the ashes of murdered settlers' homes. By evening wagons began arriving, even from as far as Madison, loaded with people screaming that "The Injuns are coming!" Hartland, Oconomowoc and Lisbon were all in flames, they recounted in abject terror. Pewaukee was wiped out, people lying in pools of blood! West Bend was surrounded by howling redskins bent on butchering the population!

One man from Lisbon was so frightened he didn't even stop in Milwaukee, but commandeered a boat and rowed out into the lake, where he spent a night that was chilly and rainy, but at least was devoid of Indians.

Two halfbreeds who were gathering roots and herbs for a Dr. E. B. Wolcott on the outskirts of the city, on seeing the intruding vehicles, ran forward, axes in hand, to beg a ride. They couldn't understand why the palefaces became paler and whips were frantically applied to the straining horses' backs.

Soon reports began coming in from north of the city. The town chairman of Richfield sent a telegram pleading, "Please send us troops and arms by the first train. The Indians are within five miles of here and are murdering and burning everything they come across. They burned Cedarburg last night."

Near Plymouth a man buried his salt pork in the cellar and then drank up all his currant wine (with the help of the neighbors). A woman ran three miles into town with a pumpkin pie in her hand. Another woman turned her pigs into the garden, reasoning that the vegetables would benefit her no longer and the animals might as well enjoy one good meal before the Indians arrived.

The Great Indian Scare

One father threw his two children into the wagon and dashed for Milwaukee. Heard them crying and screaming. Turned to look and discovered he'd grabbed the wrong children.

Amazingly enough, with everybody gone from their homes, there were no looters. They apparently ran too. A tavernkeeper in Port Washington moved his wares out onto a crossroad, hoping to decoy the plundering hordes with fire water. When he returned a day or so later, the liquor was still there, untouched. Another man put all his money and valuables into a small chest and dug a hole in his garden to bury the casket. When he came back he uncovered the hole, but the chest wasn't there. He decided he must have forgotten where he'd buried it, so began digging all over the yard to no avail. Then he looked up to see the chest standing on the ground near the original hole...he had never buried it at all. It was intact.

In Waubeka another man hid a chest of valuables in the woods, carrying it as if it were nothing. Later, when he went to retrieve it, no longer obsessed with fear, he found himself unable to lift it. It, too, was untouched.

Milwaukee by now was a seething mass of badly frightened people. Roads were choked with teams and wagons and all trains into the city were jammed. The proprietor of the Republican hotel, Vogelgesang by name, opened the doors of his hostelry to the refugees, giving them free shelter. The hotel was soon full from basement to attic. In contrast to this generosity were the shopkeepers who upped their prices drastically, particularly on all firearms. Many a rusty old musket sold for more than a new one would.

Governor Salomon ordered Captain Charles Lehman and his militia to march into Ozaukee county to meet the Indians. They did so and managed to flush

The Great Indian Scare

three...a squaw with a papoose in one place and one cowering "brave" who came crawling out of the brush near Cedar creek, somewhat under the weather. The troops returned sheepishly to Milwaukee. Another contingent which had come from Waukesha took advantage of the occasion to pawn their rifles and get uproariously drunk.

Now the local press in Milwaukee began to get into the act. A.C. Wheeler of the Sentinel wrote a feature, "The Battle of Fort Cedarburg," which was a masterpiece of satire and so infuriated Capt. Lehman, that he rushed into the Sentinel office and drubbed the author with his sword scabbard. Wheeler, undaunted, continued his ridicule in ensuing issues. Lehman started out for the newspaper office again, but, on being advised that bricks had been piled up on top of the building, beat a military retreat.

Cedarburg was "burned" over and over in the reports. Now most of Mequon had fled, too, except for a few who refused to be panicked, most of these being women. Little Mrs. Oscar Bublitz armed herself with a can of pepper to throw into the eyes of the Indians. Another woman mounted guard with a pitchfork. The Zimmerman family located a toy cannon and loaded it with powder and spikes.

Out in Freistadt a harvest dinner was being served when the word came. All hands lit out, leaving the food on the table, which was thoroughly enjoyed by the pigs, who didn't give an oink! oink! for the Indians anyway.

Terrified hordes swarmed through Brown Deer and what are now the north shore suburbs. One frenzied man drove his sweating team into Brown Deer, only to discover that he'd lost something rather important...the rear end of his wagon with his family and furniture!

Roads were completely bottlenecked. Horses and wagons went bumping and rattling over the meadows. "As far as the eye could see north and south,"

The Great Indian Scare

a scene near Brown Deer was described, "there was a string of galloping horses drawing wagons so close that the heads of one team almost touched the rear of the wagon ahead. There were maimed horses and broken wagons."

An eyewitness account of what actually happened in "much-burned" Cedarburg is given in a diary which was written by the Rev. Robert G. Graetz, who was pastor of Trinity Lutheran church in Cedarburg at that time. His granddaughter, Mrs. Anne Graetz Marschner of Grosse Pointe Woods, Michigan has translated it as follows: "We had just finished our evening meal on September 3, when a man came riding into town on horseback, shouting that thousands of Indians were starting an uprising and had sworn to kill all the white settlers in Wisconsin. The Indians were reported to be in Sheboygan, thirty miles away, burning houses and murdering the inhabitants. It was believed that they could be in Cedarburg by three in the morning. The rider was on his way to Milwaukee to summon the aid of the soldiers stationed there.

"After he had left, the men of the town assembled for a conference. They decided not to flee, but to collect all firearms and take up strategic positions in Cedarburg. Many of the women and children were sent to the mill for greater protection.

"Between one and two in the morning, wagons filled with women and children began to pass through Cedarburg. Men were on foot or on horseback. Some of these people had come twenty-two miles, and they reported that the Indians had been only two miles from their homes and were burning everything in their pathway.

"At three in the morning, Teacher Kuehn and his family came to the parsonage. I comforted the women and children with the words of the 124th Psalm. By noon, everyone was more calm. They believed the report might be false, or,

The Great Indian Scare

if true, that the soldiers would reach Cedarburg before the Indians came. Just then a cry went up in the streets that the Indians were only two miles away, and had set fire to the Catholic church. Farm people, who were now fleeing into Cedarburg, had seen great clouds of smoke. Many from Cedarburg now started for Milwaukee, and we decided that if our neighbors left, we would go with them in their wagon.

"We learned that several babies had been born prematurely on the flight to Milwaukee. Two thousand wagons filled the streets of that city, and the friendly Indians living there had fled. The entire day of September 4 (my wife's birthday), was filled with terror. To add to the misery of the refugees, rain fell in torrents. No one had seen any unfriendly Indians, yet the inhabitants of five or six counties were fleeing before them.

"On the morning of September 5, two companies of soldiers came from Milwaukee. They were given the best accommodations Cedarburg had to offer. Two were quartered with us--a 57-year-old man with a long white beard, who was a doctor of philosophy named Franz Joseph Felsecker from Bamberg, Germany, and a young man, Peter Divorschek, from Neuhaus, Austria. In the afternoon I called on a sick man who had been left helpless and alone when everyone in his family had fled to Milwaukee. People are now beginning to return to their homes."

The next day the soldiers marched back from their "Battle of Fort Cedarburg," which was evidently more a battle of the beer mug according to some other accounts, and the hospitality of Cedarburg remained unsung. By this time a good portion of the state of Wisconsin was crowded into Milwaukee, with the exception of the Indian residents of the area, who had had their own private "Great White Scare" and had disappeared into the bushes.

The Great Indian Scare

Gradually people began to realize that the only thing they had been fleeing from was their own fear. They began to feel a little foolish, then very foolish, about the whole thing. Many hated to admit to their true reason for coming to Milwaukee. A typical scene between two "auslanders" would run something like this:

"Wie gehts, August! What are you doing here? You didn't believe those silly stories about the Indians, did you?"

"Natürlich, nein! Ich? Afraid of Indians? Nein, Herman, I chust came in to do a little shopping.

"So? But, August, why did you bring the cow?"

"Oh that? Vell, I brought it for--for the same reason you brought your parlor melodeon."

Fortunately there is no record of anyone having been killed or injured during the "Great Indian Scare," although it is sad to think of the horses that were maimed or painfully winded. Pastor Graetz mentioned some premature births, but did not say whether or not the babies survived. Certainly many families must have sustained severe personal loss of their food rations for the winter. So the big plot, if that is what it was, fell short of its mark. It did prove, however, that a few well-placed rumors, no matter how unfounded, can send people into a crazy stampede.

But, of course, this happened exactly a century ago. Surely we have progressed beyond the stage where wild, unfounded rumors could send us into a panic! We're far too sophisticated--or are we? What if Communist agents were to spread rumors of a gigantic fallout? So who's laughing?

OZAUKEE COUNTY INDIANS

The original Indians that settled in Ozaukee County were the Pottawattomies. Many transient tribes roamed the area at the same time -- the Sacs, Sauks, Ousakies, Chippewas and Ottawas. These tribes eventually drifted on and Ozaukee County became the home of the Menominees until they ceded it to the United States Government in 1831. As you can guess -- Ozaukee County derives its name from the Sacs, Sauks and Ousakies.

The streams of Ozaukee County afford excellent facilities for water power. The early settlers in this section were not slow to discover these natural advantages, and as some old writer has put it "necessity is the mother of invention," so these men cast into the wilderness, out of the reach of civilization, and destitute of a market or the means of manufacturing breadstuffs, were entirely dependent on their own exertions to supply the deficiency. Log shanties were built which served them as a shelter, where they cracked the kernels of corn and grain by hand, until sawmills to make their lumber and grist mills to grind their flour, could be erected.

HISTORY OF CEDARBURG - ITS GROWTH THROUGH INDUSTRY AND THE PIONEERS WHO SETTLED THERE

Frederick Hilgen (called the Father of Cedarburg) and William Schroeder cut a road through the forest in 1844, ^{from Hamilton} to what became the Village of Cedarburg. The following year, 1845, they erected the first grist mill of half log and half frame construction, on the bank of Cedar Creek where they later built the present Cedarburg Mill in 1855. It was built by Burchard Weber on what is now the corner of Columbia and Portland Avenues. However, due to the flow of

Cedarburg--Growth
and Pioneers

settlers at this time, it was a flour and grist mill. It consists of five stories with a monitor roof, and details reflecting Greek Revival influence. Frederick Hilgen erected a much needed saw mill In Cedarburg, in 1847. This mill stood on the site of the present Legion Hall on the corner of East Portland and Hilbert Avenues.

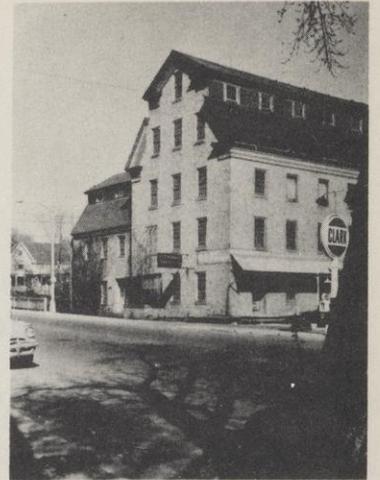
FREDERICK HILGEN SAW MILL 1847

LEGION HALL 1855

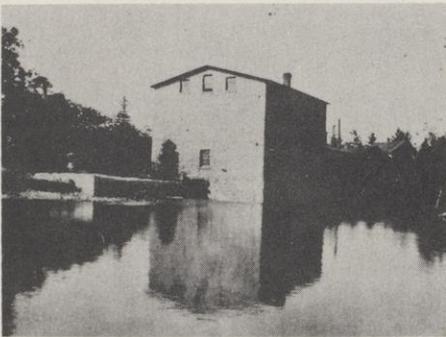
CEDARBURG



FREDERICK HILGEN HOME 1846



CEDARBURG MILL 1855



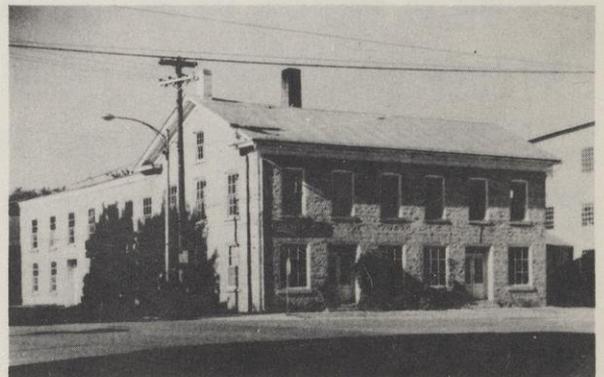
EXCELSIOR MILL 1871



COLUMBIA MILL 1843



CEDARBURG GRIST MILL 1872



WITTENBERG MILLS 1864

KEY PERSONALITIES IN THE HISTORY OF
CEDARBURG & OZAUKEE COUNTY

Since local history is really the story of local people and what they have accomplished, rather than the story of great battles, political intrigues and social revolutions, this brief history of our county is based on the lives of some of its leading pioneer citizens. At the same time, we must admit that the pioneers had their local battles over the location of the county seat, splitting of the original county into two counties--Washington and Ozaukee--possession of the county records, and the Civil War Draft riot, all of which left their scars. Tragedies such as the two cholera epidemics, and such problems as the mixed population of foreign-born and "Yankees" also left their mark on our history.

But going back to the lives of the people, we will begin with the Town of Cedarburg, which was organized in 1849 but had been settled before 1846. The first six men who came settled in New Dublin, now called Hamilton, picturesquely situated on the Green Bay Road and Cedar Creek, with a mill and a number of its other old stone buildings still standing. First came Joseph Gardinier known as "Miserly Joe", who was the first man to set an axe to the primeval forest in the town of Cedarburg. He was employed by the agents who had charge of the construction of the old Milwaukee and Green Bay Road, and he made his headquarters in a log shanty where the Hamilton mill (the Concordia Mill) now stands. This mill was built in 1853. Quite another type of pioneer was I. S. Brown, a highly educated and refined recluse, who lived alone in a little hut in the forest which an 1881 writer described in a quotation from Spencer: "A little lowly hermitage it was, down in a dale,

Key Personalities in the History
of Cedarburg & Ozaukee County

hard by a forest's side; far from resort of people that did pass in travel to and fro." Although he was greatly respected by his fellow pioneers, there was much speculation over the cause of his melancholy solitude. It was at Valentine Hand's hotel, a favorite early day meeting place, that the name of the little community was changed in 1847 from New Dublin District to the Hamilton District. No reason has been given for the change. Daniel Strickland, Samuel Place, and L. Fox also made early improvements in New Dublin.

But in 1844 Frederick Hilgen and William Schroeder made a prospecting tour to New Dublin, and proceeded to cut a road through the forest to what became the Village of Cedarburg. From 1845 to 1879 (his death) Mr. Hilgen was Cedarburg's most enthusiastic promoter, and leading business man, recognized as the founder of the village and affectionately called "Father Hilgen" by its citizens. Born in 1805 in Oldenburg Germany, he was forced in early boyhood to rely upon his own resources and worked as a common laborer until he was 27 years old, when he came to Baltimore in 1832. After a year there, he went to Charleston, South Carolina, as a clerk in a store and by his industry and integrity, in two years had a store of his own. His business prospered during his ten years in the south. For nine years he was a member of the loyal organization known as the "German Fusileers" and with them served in the Florida war. In 1837, he married Louisa Boerner in a voyage back to his native Oldenburg Germany. In 1843, he sold out in Charlston and moved to Milwaukee where he was in business for two years. In the meantime, having purchased 260 acres, he moved his family to Cedarburg in 1845. Here began his partnership with William Schroeder, which lasted until 1865. They first erected a grist mill (1845), a much needed saw mill in 1847, then together with Diedrich Wittenberg, a woolen mill (1864). Hilgen built a soda water factory in 1869 at his "Cold Springs" and a planing mill in 1871. Naturally enterprising,

Key Personalities in the History
of Cedarburg & Ozaukee County

and with a gift for inspiring others, Mr. Hilgen willingly aided every worthy project for the advancement of the community. His woolen mill was the only one west of Philadelphia, manufacturing worsted yarn. He was one of the founders of The Bank of Cedarburg in 1880, and was a director of the Mechanics Mutual Insurance Company of Milwaukee. Most interesting of his projects was his famous Hilgen Spring Park Resort, opened in 1852. It covered 74 acres of which 30 acres were forest. There were two hotels, a band stand, spring and a bath house, several fountains, artistic flower beds, and gravel walks. The whole was under the supervision of Dr. H. A. Jaergens. By the 1880's it was visited by people from Chicago, St. Louis, and New Orleans each summer.

Mr. Hilgen was a state senator in 1860 and a Republican elector for 1872. He and his wife had 13 children. Their home, built in 1845 in the style of Charleston homes where they previously lived, still stands (1964) at 139 East Spring Street. It is now owned by Mr. and Mrs. Howard Lyon, who acquired it from Mrs. Frederick Hilgen, granddaughter-in-law of the original owner.

Two very important personalities in the Village of Cedarburg in 1846 were Dr. Theodore Hartwig and druggist Hugo Boclo. The doctor had come from his home in Germany to Milwaukee and made the last of his journey on foot; taking three days to follow the Milwaukee River through the woods to Cedarburg, shooting game on the way for his food. The letters which he sent home to his parents in Germany describing the entire trip eventually found their way back to this area and were translated from the German by Arthur Boerner of Milwaukee for the State Historical Society. Published in the Ozaukee Press, the clippings

Key Personalities in the History
of Cedarburg & Ozaukee County

are available at the Niederkorn Library in Port Washington and make very interesting reading. After some years in Cedarburg, the doctor was persuaded by West Bend residents to move to their village. But friends and patients in Cedarburg sorely missed him. So one bitter cold day in winter, they bundled into a sleigh and drove to West Bend to beg Dr. Hartwig to return. The doctor was so touched by this demonstration that he did return. Once more he was lured to leave, but being unable to sell his house, he decided against accompanying his friend, Leland Stanford of Port Washington, to California. Leland Stanford, disappointed by his defeat for the office of District Attorney, left this county to make his fortune in the golden west, and a very handsome fortune it was; as witness Leland Stanford University, which he gave to California in memory of his only son who died at the age of eighteen. The reason for the strong friendship between Stanford and Dr. Hartwig is not clear, since history describes Stanford as excessively aggressive and greedy to the point of cruelty, while Dr. Hartwig is known as a humane and sentimental person. However, he was also known as an excellent violinist and socially very popular, so no doubt, Stanford enjoyed the Doctor's company as much as every one else did.

Dr. Hartwig was the son of a physician, was born in Frankenburg, Kur-Hessia, Germany, June 7, 1820, and practiced for a year with his father before coming to New York in 1846. Then with three newly-made friends who had crossed the Atlantic with him, he decided to accompany them on a hunting trip west. While crossing the Great Lakes, he met William Luening, who persuaded him to stop over in Cedarburg. He did not think Cedarburg at all promising as a place to practice, but as winter was coming on, decided to remain until spring. By that time, he had become ^{settled} ~~settled~~, and the people did not wish to spare him, so he remained. In 1850 he married Caroline Hodann. About 1862, after

Key Personalities in the History
of Cedarburg & Ozaukee County

returning from West Bend, he built the home still standing at North Washington Avenue, ^{of Sheboygan St.} He was examining physician during the draft of 1862 and had taken out his naturalization papers on the day of his arrival in Cedarburg. His son, Dr. Max Hartwig (1850 - 1914) practiced in Port Washington from 1890 until his death in an automobile accident. In 1881, his other children were listed as Theodore, engineer in Eau Claire; Albert, brewer in Eau Claire; Ida, Mrs. Charles B. Carstens of Eau Claire; and Agatha.

Druggist Hugo Boclo, who had come to Cedarburg with Dr. Theodore Hartwig in 1846, established a drug store which bore his name well into the 20th century. It stood on the site of Jung's Furniture Store at 326 North Washington Avenue.

The name of F. W. Horn, a ^{lawyer} ~~lawyer~~, who came to this county in 1841, is still prominent in Cedarburg and the county after 125 years. Mr. Horn was in public life for practically his entire life time, as his grandson Adlai S. Horn has been, as publisher of the ^S New Graphic and influential member of the County Board of Supervisors and County Park Commission today. Adlai's grandfather, F. W. Horn, was born in Linum near Berlin, Prussia, in 1815; and after some time in New York, Illinois, Iowa, and Michigan, came to Mequon in 1841 where he was Post Master, Justice of the Peace appointed by Governor Doty in 1842, the only magistrate in the county. Coming to Cedarburg in 1847, he was Register of Deeds, a member of the Assembly for 21 years and Speaker of that body twice. He was State Commissioner of Emigration in New York for a time, and delegate to the State Democratic Convention in New York in 1868. He was married twice and father of four girls and three boys. In 1881, Frederick was station agent at Pewaukee and William was station agent at Cedarburg, while Alexander was at home.

Key Personalities in the History
of Cedarburg & Ozaukee County

Another pioneer name still prominent in Cedarburg, is that of J. P. Wirth, a native of Bavaria, born in 1815 and coming to Cedarburg from New York in 1846 to ply his trade as a shoemaker. First employed by Fred Sleifer, he opened his own business in 1847, and married Margaret Mueller. In 1850, tired of living in a log cabin, he built his frame house (still occupied in 1881). In 1865 he began dealing in ready made boots and shoes. (The Wirth Store in Cedarburg is still selling them in 1966.) In 1870, J. P. and his son Charles built a fine stone building for their store. This is still standing at 121 North Washington Avenue. In 1878, Mr. Wirth retired and gave his share of the business to his younger son Gustave, whereupon the firm became known as Wirth Brothers.

Diedrick
Dr. Wittenberg, who came from Hanover Germany with his parents in 1844, has his name still listed among Cedarburg's prominent citizens in 1964. He first lived on a farm with his family until 1855, age 20. He spent ten years in teaming and then went into partnership with Fred Hilgen to build the Cedarburg Woolen Mills. In 1872 he became President of the company. He was the father of eight children. Several Wittenberg families are still living in Cedarburg in 1965, and Carl Wittenberg is still operating the woolen mill.

Another pioneer who remained in Cedarburg only seven years before moving to Port Washington, nevertheless left his mark on both communities. In Cedarburg, John C. Schroeling was in the grocery and hotel business from 1853 to 1859. During that time he organized the Singer Society, the Cedarburg Rifle Company, of which he was captain, and the Turner Society. The old stone Turnverein was a landmark in Cedarburg for over 100 years and was torn down in 1960 only after a valiant fight to save it by historic minded Cedarburg women. It stood on the site of the present Cedarburg State Bank on the corner of

Key Personalities in the History
of Cedarburg & Ozaukee County

North Washington Avenue and Turner Street. In Port Washington, Major Schroeling also organized the Singer Society and the Turner Society and took many of his Turners with him into the 5th Wisconsin Volunteer Infantry in the Civil War. The Major had been a Lieutenant in the 1848 war in Germany. It is pleasant to think that both Major Schroeling and Dr. Hartwig and their musical friends would be pleased to see the prominent place given to music in the life of Cedarburg today, particularly the annual Music Festival which draws marching bands from far and wide.

On Cedar River (Cedar Creek). Objections were made by some of the early settlers who lived close to the mill and dam, that the water overflowed on their lands. The dam was torn down and a new one built farther east on the creek and everything proved satisfactory.

In 1851 the Columbia Mill was purchased by Gustav Friel (Gustav Friel) at a sheriff's sale. He made several improvements and ran the mill for two years.

In 1853 the mill was purchased by Joseph Truttman.

In 1858 the Columbia Mill was sold to E. Hilgen, E. Stallman, and C. Barthel. The mill had five sets of stones and a capacity of 80 barrels, beside custom work. E. Hilgen, carpenter who had 1/3 interest in the mill, built his house in 1858 now owned by Paul Gallun and is opposite the mill.

Charles Barthel was succeeded by Willisa Bann in 1867. One year later, E. Stallman sold his interest to Hilgen and Bann. These two opened a store at the mill in 1868. This undertaking proved impossible as the store was destroyed by fire 2 1/2 years later, after which disaster the enterprise was abandoned.

The mill again changed hands in 1876, Mr. E. Bann this time being the purchaser. He met with poor success and the property was foreclosed. It was then rented for a period of three years to Balaudcafer and Bann. At the expiration of the

THE COLUMBIA MILL - NOW KNOWN AS THE WEBER MILLING COMPANY

On March 13, 1839 an Englishman by the name of Jonathan B. Spencer, obtained 160 acres from the United States Government, and about 1843 Doctor Frederick A. Luening, the first doctor in Cedarburg, built the Columbia Mill. He practiced medicine from 1843-1846. The original mill Dr. Luening built is the small wing on the southwestern part of the mill. It is located 3/4 mile east of the village of Cedarburg on Cedar River (Cedar Creek). Objections were made by some of the early settlers who lived close to the mill and dam, that the water overflowed on their lands. The dam was torn down and a new one built farther east on the creek and everything proved satisfactory.

In 1851 the Columbia Mill was purchased by Guston Thiel (Gustav Pfiel) at a sheriff's sale. He made several improvements and ran the mill for two years.

In 1853 the mill was purchased by Joseph Trottmann.

In 1864 the Columbia Mill was sold to E. Hilgen, E. Stallman, and C. Barthel. The mill had five sets of stones and a capacity of 80 barrels, beside custom work. Edwin Stallman, carpenter who had 1/3 interest in the mill, built his house in 1865 now owned by Paul Gallun and is opposite the mill.

Charles Barthel was succeeded by William Rahn in 1865. One year later, E. Stallman sold his interest to Hilgen and Rahn. These two opened a store at the mills in 1874. This undertaking proved impossible as the store was destroyed by fire two years later, after which disaster the enterprise was abandoned.

The mill again changed hands in 1876, Mr. F. Hoehm this time being the purchaser. He met with poor success and the property was foreclosed. It was then rented for a period of three years to Bodendoefler and Zaun. At the expiration of the

The Columbia Mill

lease, September 1, 1880, the mill was again sold at Sheriff's sale to the Northwestern Life Insurance Company of Milwaukee. On June 1, 1881, the company sold the mill to Mr. Charles Zaun, who built an addition which is the high center portion. He also rebuilt the dam, which had been washed away by the spring flood of that year. The waterfall at this time was 13 feet. They ground only flour at first, then flour and a little feed. He later sold it to his son, Jacob Zaun, who in 1889 sold the mill to Charles Schaefer. He and his brother John installed rollers to grind the grain instead of the old round millstones which had been used for many years.

In the 1890's Charles Schaefer sold the mill to John Weber. The Webers tore out all the flour milling machines and remaining stones, and produced only feed. In 1926 the Cedarburg Nail Company bought it only for water power. The reason for this was that they were dependent on the Columbia Mill for their water power, and during the summer the mill shut down and the Nail Company was also forced to do so.

In the worst years of the depression, Gerhard and Elmer Weber took all their savings and reopened the Columbia Mill and once again produced feed. The building is now owned by the Cedarburg Nail Company, but the Weber Milling Company is owned by Elmer Weber.

Columbia Avenue is a resulting road due to the fact that this was a short cut to the Columbia Mill from the village instead of the route by way of Bridge Street. The same thing is true of Highland Drive, which was originally an easy route to the depot from the mill.

THE CEDARBURG MILL - CEDARBURG SUPPLY COMPANY

The walls are local grey limestone laid up in large blocks. These blocks were quarried on the building site. In order to do this, the stream was diverted to the east as the best stones were in the creek bed. The mill race is located under the north side of the Columbia Avenue bridge and runs under the oldest section of the building which is the east section. The tail race goes under Portland Avenue, circles through the City Park and joins Cedar Creek on the east side of the park. The term Mill Race actually means before the water power is used, and then it is referred to as the Tail Race.

Building this mill was a major feat. As the building grew higher, a tramway was built from the mill to Washington Avenue and the stones were hauled up the tramway by manpower and wheelbarrow. One man pulled and another pushed the wheelbarrow.

During the Great Indian Scare of 1862, the Cedarburg Mill became a fortress as many families fled their home and farms to seek refuge in the huge stone edifice. Without any foundation whatsoever, a report was circulated that the Indians, nobody knew from what quarter, were coming in large numbers, killing men, women and children and laying waste everything in their path. As this happened during threshing season, many farmers were threshing in the Kirchayn area, three miles west of Cedarburg. Rumors were carried by some of these men that Cedarburg was in ashes and Milwaukee was so crowded with refugees, that people were sleeping in the streets of that city. Consequently the threshers took refuge in the David Star Lutheran Church in Kirchayn.

The Cedarburg Mill

In 1865 Frederick Hilgen exchanged his interest in the Cedarburg Mill with Mr. Joseph Trottmann for his share in the Cedarburg Wollen Mill which had just been completed.

During the winter of 1880-81 it snowed heavily until late in April. Suddenly it thawed and caused the great flood of 1881. Huge ice floes piled up at the bridge adjacent to the Cedarburg Woolen Mill. People watching on the bridge began to run as the water and ice over-flowed the banks and was 2 or 3 feet deep. One man in the wild dash from the bridge, slipped in the churning waters but managed to grasp a hitching post and was saved. All the dams were washed away except the one at the Cedarburg Mill. Many bridges were swept away and it was feared the bridge at the woolen mill would go too--it is still standing. A new bridge, built the year before on the Lakefield Road near Hilgen Spring Park, was carried away.

The next year, 1882, the Cedarburg Mill was sold to John Grundke, who ran it with the help of his wife, but the years of 92 and 93 wheat was so cheap that it was ground for feed instead of flour. In 1901 the Grundkes' sold it to Christian G. Ruck, Louis K. Ruck, and William A. Ruck. In 1913 Louis Ruck, a son of Christian Ruck, bought out the other two Rucks. By this time the only flour being ground was rye flour, the main business being feed. This was the end of the flour grinding at the Cedarburg Mill.

The Cedarburg Supply Company bought the mill on January 29, 1930, and the mill was still run by only water power. The new owners at once put in a new water wheel but as the power was still inadequate, they converted to electric motors. Mr. William Kasten, Town of Cedarburg, signed the original charter for the Cedarburg Supply Company water rights.

WITTENBERG MILLS INC.

The Cedarburg Woolen Mill was started in 1864 by Mr. Frederick Hilgen in company with Diedrich Wittenberg and Joseph Trottman. The following year (1865) the mill was completed at a cost of \$30,000 by Hilgen and Wittenberg, at which time Mr. Hilgen exchanged his interest in the grist mill with Mr. Trottman for his share in the woolen mill, and the factory was run under the firm name of Hilgen and Wittenberg. It was run by water power from Cedar Creek. The principal products of the mill were yarns, blankets and flannels. The company employed on an average 45 hands and did a business of \$100,000 per year. The mill contained twelve broad and three narrow looms, three knitting machines for scarfs and jackets, and three for other purposes. The work was divided into apartments as follows: Basement-finishing, washing and dyeing; first floor contained four sets of carding machines; second floor--weaving and spinning; the upper floor was used for twisting, reeling and storing goods.

The firm name Hilgen and Wittenberg was carried until 1872 when the mill was incorporated as the Cedarburg Woolen Mill -- D. Wittenberg President, H. Wittenberg Treasurer, and J. W. Johann Secretary. This mill was the only extensive woolen mill in 1878. The company built a branch mill in the village of Grafton in 1880 at a cost of \$40,000. This mill manufactured worsted yarns and was the only one of its kind west of Philadelphia. The machinery was imported from England. Joseph Isles, formerly of Philadelphia, was in charge of the mill and employed sixty hands and did a business of \$125,000 annually.

The Cedarburg site was chosen for a mill because it had water power available, which developed about 50 horse power. When the mill expanded in

Wittenberg Mills Inc.

1896 a steam engine was purchased to provide additional power. This steam engine (boiler) was heated with cord wood purchased from local farmers.

In 1897 a direct current electric generator was added to furnish the first electric light to the mill and to the residences of J. Fred Wittenberg Sr., Diedrich Wittenberg and William Roebken Sr.

In 1908 a full third floor was added replacing the dormers, and the south section was enlarged, bringing the building flush with the sidewalk.

When the mill was organized, it was stipulated that the executives and supervisor were to receive \$3.00 a day for full twelve hours working day.

The present Bridge Street bridge at the Woolen Mill, was built about 1874 and is truly a beautiful peice of stonework. The view of it from the bank of the creek on Water Street just south of Bridge Street is beautiful.

Harvard and Elmer Weber resented the Columbia Mill and have again produced fuel. The building is now owned by the Cedarburg Mill Company, but the Weber Milling Company is owned by Elmer Weber.

EXCELSIOR MILL - CEDARBURG NAIL COMPANY

The Excelsior Mill, built of stone in 1871 by H. Wahausan and Company at a cost of \$21,000, was enlarged in 1875. The additions were built of wood. It is located on Cedar Creek, section 26. Wahausan operated a flour mill and a sawmill. It was purchased by Henry Kohlway in 1881. The power at this point was the finest on Cedar Creek. The fall obtained was 25 feet. In the late 1880's fire consumed all the wooden buildings, and it was idle until John Weber bought it just before 1890. In 1890 it became the Cedarburg Wire and Wire Nail Company. John Weber, President; E. Wirthmann, Vice-President; Fred E. Keuther, Secretary; and E. G. Wirthmann, Treasurer.

Gerhard and Elmer Weber reopened the Columbia Mill and once again produced feed. The building is now owned by the Cedarburg Nail Company, but the Weber Milling Company is owned by Elmer Weber.

Cedarburg Grist Mill

The Cedarburg Grist Mill located on Bridge Street was built in 1827 by pioneers who came to Cedarburg in the late '60's forming the firm of Deauvel, Ascher, and Spiller, who were in business about ten years.

The chief product of the mill was Pearl Barley for which the trio hoped they could build a wide market among the people of America. Rye flour and ground feed were also made. The barley business failed to win wide consumer acceptance, and after ten years, the trio became discouraged and the property passed into the hands of a man named Thiel (Pfiel) who endeavored to carry on for about five years when fire almost destroyed the structure, and he abandoned it.

Pearl barley originated among the German people and was used for many years as an article of food - for soups and filler for sausages.

PLANING MILL

The Planing Mill was built by Frederick Hilgen in 1872 and was later known as the Hilgen Manufacturing Company. This mill provided lumber and millwork for the growing village of Cedarburg. It cost \$25,000 to build. Doors, sash, blinds and Straub's Washing Machines were made there. It employed 75 men and did \$125,000 business annually. In 1879 the business was purchased by the following gentlemen: Diedrich Wittenberg, J. W. Johann, and J. H. Wittenberg from the F. Hilgen estate. J. H. Winner was President.

The mill handled lumber in large quantities, and was run by a 40 horse power engine. It had warerooms at 458 - 466 Third Street in Milwaukee.

PLEASANT VALLEY OCTOGON SCHOOLHOUSE - Now a home.

The school is north of Cedarburg on The Deckers Corner Road and is in an area noted for its octagonal barns and homes. Built in 1860 of stone, it is one of three or four such schools in the state. There are many windows, but only on five sides, as other space is used for cloak and supply rooms. There was a wood stove which burned logs two to five feet long. This has been replaced with a furnace. The stone marker over the door was saved, and is now laid in the foundation of the present school. One time as many as forty-eight pupils attended in one term. There were so many children that some of them had to sit on window sills, but the window sills were deep.

COVERED BRIDGE

Many years ago Wisconsin could boast of many covered bridges. They were fine spooky places on dark nights before the time of flashlights, full of creepy, creaking noises. As the years have moved along there is just one covered bridge left in Wisconsin, and that is the bridge the Port Washington Chapter D.A.R. ^{first dedicated} ~~is dedicating~~ with a marker, as a historic site in Wisconsin. It spans Cedar Creek a bit north of the junction of highways 163 and 60, three miles out of Cedarburg. It was built in 1876 and in one respect was far ahead of its time.

Its construction was of a certain type of pine found near Baraboo, Wisconsin, and all of the timber and planks were cut and squared in a mill near that city. The lumber was then hauled to the proposed site in Cedar Creek where all pieces were fitted and set in place. The type of construction is known as a whipple truss with interlacing 3 x 10 inch planks all held together by two inch hardwood pins and floored with three inch planking. Some engineers dispute this and call it an example of lattice truss construction, now very rare. The original structure was built as one span 120 feet long, but in 1927, a center abutment was placed to carry the heavier traffic of automobiles and trucks.

Oldtimers have various reasons why such bridges were covered. Some say it was to shelter travelers in storms, others hint of refuge from the Indians. The most reasonable conclusion seems to be, to preserve the truss structure.

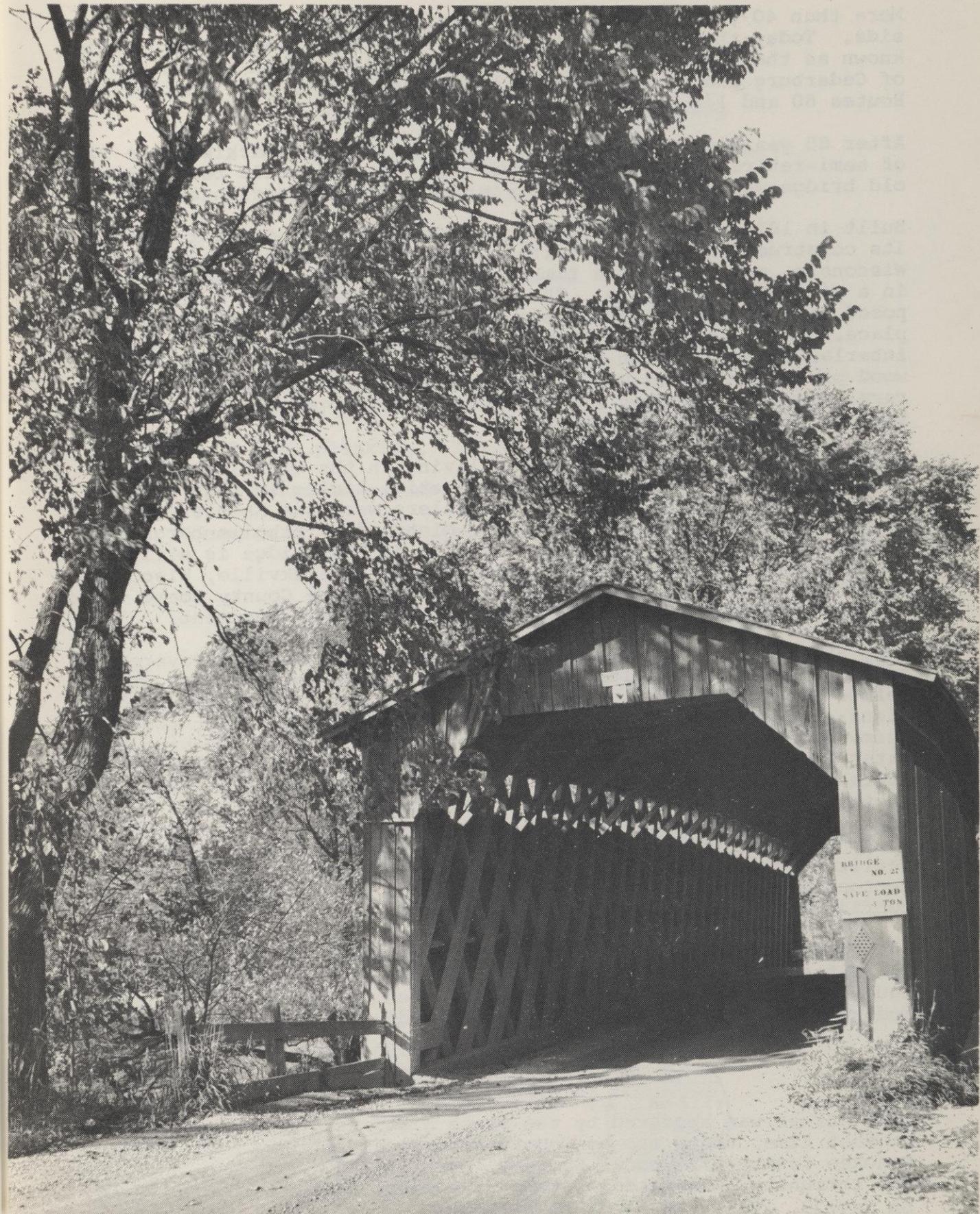
There were many prominent farmers living in the vicinity of this covered bridge in an early day, whose descendants are still living and may still be living in these regions. The names of some of these early settlers were the

Covered Bridge

Kaehlers, Krohns, Ernsts, Hickys, Corrigans, Mintzlaffs, Schellenbergs, and Pollows. Some recall with what childish delight they played in the bridge. In later years it also proved a rendezvous for young lovers.

When the spring rains came, the make-shift bridges which spanned the creek would year after year be washed away and water flooded the lands. This met with much discouragement, some farmers threatening to leave the vicinity.

The Covered Bridge with its solid structure was a dream come true to them. The petition for the building of the bridge is still in the possession of William Mintzlaff, Route 1, Saukville, Wisconsin. The Ozaukee County Board has voted to forever preserve this structure and has turned it over to the Highway Department and Rural Planning Committee for maintenance as a historic monument.



HISTORY OF THE COVERED BRIDGE

More than 40 covered bridges once dotted the Wisconsin countryside. Today the sole survivor is the Cedarburg bridge, originally known as the "Red Bridge", located three miles north of the City of Cedarburg and 20 miles north of Milwaukee near the junction of Routes 60 and 143 on the Covered Bridge Road.

After 85 years of continuous service, the old landmark began a life of semi-retirement. A modern span was recently built beside the old bridge which is now used exclusively for pedestrian traffic.

Built in 1876, the original span measured 120' long and 12' wide. Its construction was of a certain type of pine found near Baraboo, Wisconsin, and all of the timber and planks were cut and squared in a mill near that city. The lumber was then hauled to the proposed site on Cedar Creek where all pieces were fitted and set in place. The type of construction is known as lattice truss with interlacing 3 x 10 inch planks all held together by 2 inch hardwood pins and floored with three inch planking. It is now very rare. In 1927 a center abutment was placed to carry the heavier traffic of automobiles and trucks.

There were many prominent farmers living in the vicinity of this covered bridge, whose decedents are still living in this area. The names of some of these early settlers were the Kaehlers, Krohns, Ernsts, Hickeys, Corrigans, Mintzlauffs, Schellenbergs and Pollows. The petition for the building of the bridge is still in the possession of William Mintzloff, Route 1, Saukville, Wisconsin whose father circulated it. In 1940 the Ozaukee County Board voted to forever preserve this structure as an historic monument.

Many and varied reasons are given why such bridges were covered. Some say it was to shelter travelers in storms, others hint of refuge from the Indians, but there are two more reasonable conclusions; i.e., to preserve the truss structure and the fact that the teams of oxen used by the area farmers had a fear of crossing the water on an open bridge and frequently balked. One old legend states that the covered bridge levelled off the farmers' hayloads as they passed through. Another local legend has it that a member of a county crew once drove through this bridge with his tractor, fully equipped with a snowplow and dragging scrapers. Suddenly realizing that tractors were strictly prohibited, he turned around, recrossed the bridge, and splashed his way back through the creek, confident that his wrong had been righted.

Future incidents like this are unlikely, since the bridge is now an historic monument. On Oct. 1, 1955 the Port Washington Chapter, Daughters of the American Revolution added to the bridge its one modern embellishment, a plaque which reads:

1876	1955
Last Covered Bridge in Wisconsin	

This marker was approved by the State Historical Society. However, at that time, there was no County Historical Society. The present Ozaukee County Historical Society, born in 1960, and very active in the community, dedicated a State Historical Society Official Marker on May 23, 1965. It reads as follows:

"LAST COVERED BRIDGE"

Built 1876

Retired 1962

This bridge was built by the Town of Cedarburg on petition of neighboring farmers to replace periodically washed out bridges. Pine logs, cut and milled at Baraboo, were fitted and set in place in lattice truss construction with 3 x 10 inch planks secured by 2 inch hardwood pins, eliminating the use of nails or bolts, and floored by 3 inch planking. The Ozaukee County Board in 1940 voted to assume the preservation and maintenance of this bridge.

Erected 1965

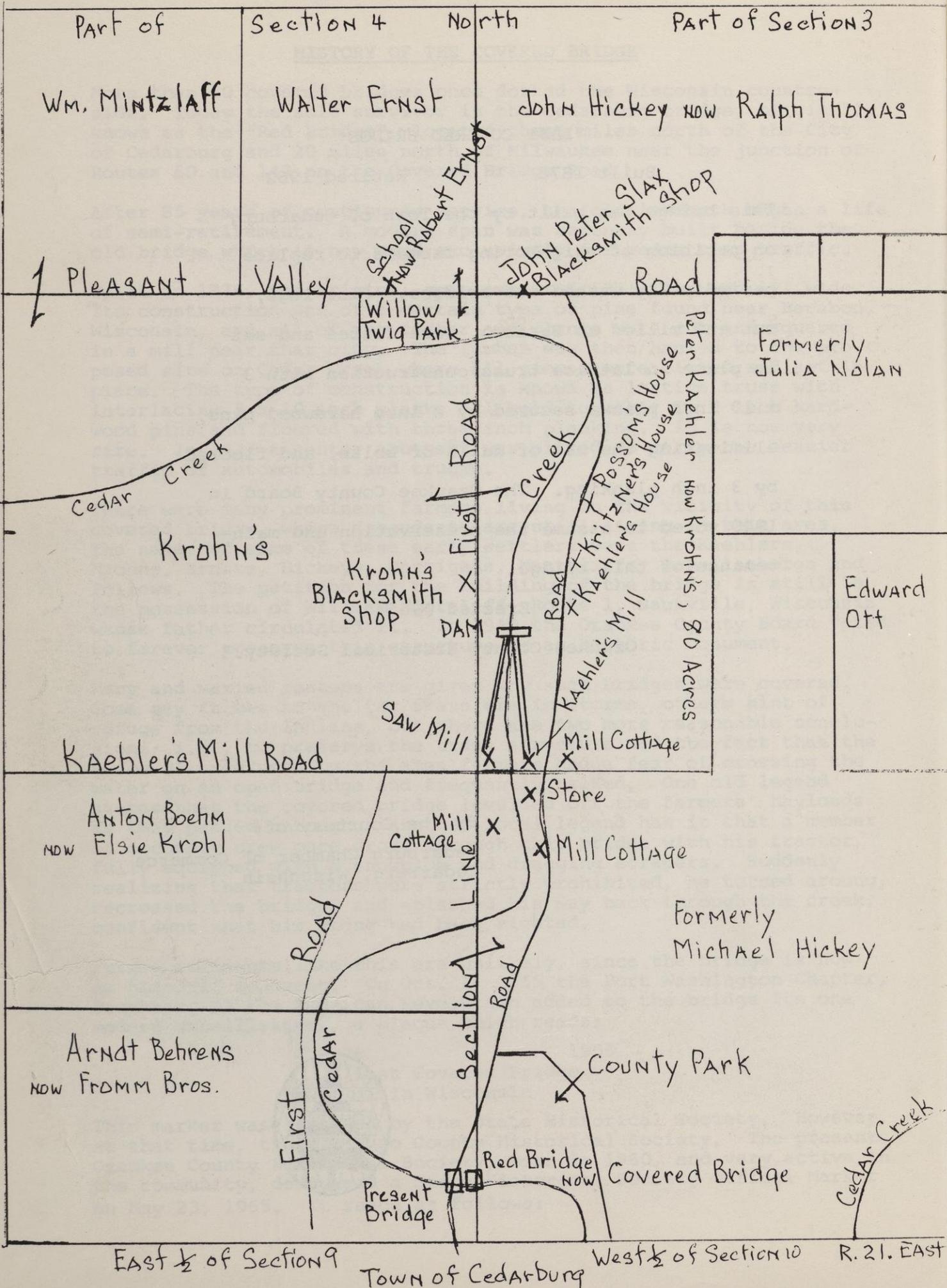
Ozaukee County Historical Society."

By the Courtesy of:
Cedarburg Chamber of Commerce
Cedarburg, Wisconsin



34d

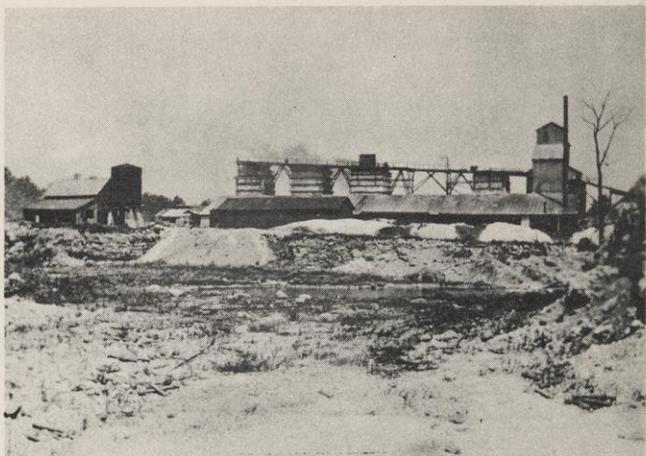
MAP OF COVERED BRIDGE VICINITY 1876



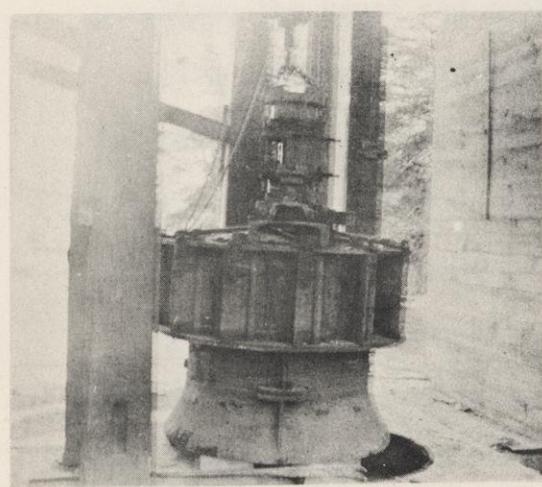
GRAFTON - SAUKVILLE - COVERED BRIDGE



GRAFTON FURNITURE FACTORY



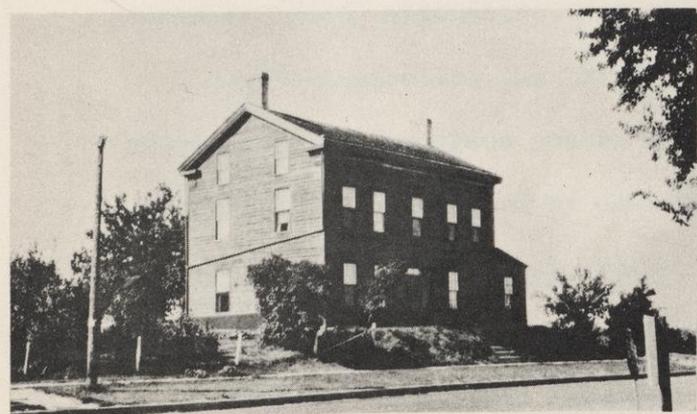
GRAFTON LIME KILNS - 1874



TYPICAL WATER WHEEL



GRAFTON WOOLEM MILL 1880



PAYNE'S HOTEL SAUKVILLE 1848



COVERED BRIDGE 1876

Payne's Dance Hall

finally, a grocery store. The dances continued until 1917, after which time the building was used solely as a private dwelling.

PAYNE'S DANCE HALL

An antique auction held on Sunday, October 3, 1965, at the home of Miss Dorothea M. Mueller, 312 E. Green Bay Ave., Saukville, marked the end of an era.

Miss Mueller prepared to move from the home that had been in her family for the last 102 years. Mr. and Mrs. Arthur Reynolds, Saukville, purchased the house and took possession of it early in January, 1966.

The house was originally a hotel built in 1848 by William Payne for the first landlord, William Richards. Christened the Pulaski Hotel, but known to everyone as Payne's, the three story frame dwelling was a typical tavern of pre-Civil War days.

Dances held in Payne's hall drew crowds of people from a thirty mile radius. Engraved invitations were sent out and one of the cards dated Jan. 22, 1852 has been preserved. The most popular dances were planned in a series during the winter months and usually at Saukville because of its central location. The festivities were held during the week to assure capacity church attendance.

Booths encircling the third story dance floor provided semi-private recesses where "amorous youths courted their sweethearts, not always unobserved and unmolested by dancers," according to a history that appeared in the Port Washington Star around the turn of the century.

The building was purchased by John Ulrich Keller in 1863. His daughter Margaret married Peter Mueller in 1891 and the couple moved into the house, which they continued to operate as a tavern, an inn, and

Payne's Dance Hall

finally, a grocery store. The dances continued until 1917, after which time the building was used solely as a private dwelling.

The eight Mueller children were born in the house: Mrs. Gertrude Bodan, Milwaukee; Miss Dorothea Mueller, Saukville; Emil, Merton, Wisconsin; Peter, Phoenix, Arizona; Edward, Milwaukee; Matthew, deceased; Mrs. Angela LeSage, Milwaukee; and Mrs. Henrietta Keller, Saukville.

Miss Mueller and her sister Mrs. Keller still live in the family home.

Mr. Reynolds plans to preserve the home as a historical landmark.

HISTORICAL SKETCHES OF SAUKVILLE

Ozaukee derives its name from the Indian word meaning "yellow earth or clay," the soil being mostly that color. Originally Washington and Ozaukee counties were one until 1853, when the territory was divided.

The pioneers of Ozaukee county were men and women capable of heroic sacrifice; they possessed the same free spirit as the early pilgrim fathers. They came here when the land had no railroads; there was not even a wagon thoroughfare--nothing but an Indian trail to guide them through dense forests. There was no market for their produce, travel was difficult, sickness prevalent and money scarce.

With all these obstacles to overcome, these people embarked on this enterprise of possessing and working the dormant land. They grew abundant harvests after a great deal of toil. Land that was not cultivated was beautified, this, too, by much physical labor and effort.

In 1838, there were 64 white people in the county; in 1840 there were 343 and in 1842 the total rose to 965.

The early settlers found the Indians at various points along the streams and lake shore. The pioneers experienced very little trouble with their dusky neighbors. Actually, the Indians added to their comfort and were not hostile. One report states that they often traded their catch of fish for homemade bread with the settlers.

In a great measure this friendliness was due to the excellent management of Solomon Juneau, who then had charge of the various tribes as Indian agent of the government. Mr. Juneau was beloved by the early settlers of Ozaukee county and the Western Historical book states "never since the treaty of

Historical Sketches
of Saukville

William Penn has any man been held in higher veneration, or wielded more powerful influence over the aborigines than did Solomon Juneau over the tribes of Wisconsin. With them, his word was law; he was the agent of the Great Father at Washington. By his just dealings, he won a place in the hearts of the Indians."

After the Indians ceded their land, they remained in the county for several years, but left when the whites began to make extensive improvements.

The last to linger was an old Chief named Waubeka, who had made a small clearing near the Milwaukee river where he lived with remnants of his tribe.

Many relics, evidences of the Indians' way of life, have been found in the area, especially along the river where they camped and spent a great deal of time. Bones unearthed in excavating in recent years have been identified as those of these early tribesmen.

The first roads were surveyed by the government soon after the Menomonee treaty. The military road running east from Dekorra, thence across the state to what is now Port Washington, was known as the Dekorra Road. It was opened by General Dodge in 1832 or 1833.

It entered the limit of the county in what is now the town of Addison, the road running on the section line between numbers seven and 18, and passed through West Bend, Trenton, and Saukville to Port Washington.

The Green Bay Road was surveyed in 1832 and 1833, from Chicago to Green Bay through what is now the lake shore tier of towns, and ran through what are now the towns of Mequon, Grafton, Port Washington and Belgium.

These were the earliest and only roads surveyed in the county before 1835, and were merely blazed through by the engineers prior to that time.

Historical Sketches
of Saukville

The Green Bay Road was not cut out north of Milwaukee until 1836-37. During those years, it was grubbed out, two rods in width for a few miles, and cut through to Port Washington in 1839.

No bridges were built except the most primitive kind of the trees felled on the route. A well trodden Indian trail between Milwaukee and Green Bay was the only passable road through the country along the lake shore prior to 1840, and up to 1844, after roads were quite common in that region, the western and central settlers came in to their claims on the well defined trails left by the Indians.

Many men from Ozaukee county and the Saukville area fought in the Civil War. One of them, Daniel E. McGinley, wrote "Ozaukee County's War History" and "Life in the Trenches with the 16th Wis.," from which some of the following information was secured.

Ozaukee county soldiers participated in many of the war's battles and campaigns. Some were in Sherman's famous march and also participated in the review of his army in Washington, D. C. Others fought in battles against "Stonewall" Jackson. Some were taken prisoner and held at Savannah and Andersonville, where, it was recorded, "conditions were horrible."

A teamster's account told of a "hair raising encounter with rebs while taking mules out to graze--five were lost."

Killed in action was Herman Maercklein, and mortally wounded was William Mielke. After the close of the war many of the veterans left the county and settled in other localities and states.

In 1897, veteran Herman Opitz was still living in Saukville and five other veterans resided in Cedarburg. They were: Sgt. John Grundke, Sgt. Henry Roth, Chas. Gottschalk, W. H. Rintelman, and Charles Beckman.

Saukville

Going back to 1848, William Payne and others crossed the Milwaukee River three-quarters of a mile where they obtained a fall

S A U K V I L L E

The town of Saukville was set off and made an independent organization on April 4, 1848. Prior to that time it formed a part of old Port Washington. Settlements were made as early as 1845, and improvements began in 1846. The first traces of civilization on the present site of the village appeared in the latter year. It was unusual in that it was laid out in the shape of a triangle with stores, hotels and dwelling houses built around its perimeter. It was a town for wayfarers and, for its size, had more inns and hotels than any other community in the county.

The first house in the village was built by George Daniels in 1846. He was among the first to settle in this area. Other early settlers were Lott Blanchard, Joseph Fischbein, William Foster, E. Wadsworth, Lemuel Sizer, Stephen McIntosh, Jonathan Tibbetts, Joseph Fowler, and William Payne. In 1848 William Payne built the first hotel, christened it the "Pulaski Hotel," and the first landlord was William Richards; but it was forever after known as Payne's Place. It was the halfway house for Green Bay to Milwaukee travelers. It was a tavern, grocery store, and dance hall. Originally it had a large veranda across the front, 18 rooms and the large dance hall occupying the third floor. John Keller bought it in 1863 and operated it as a grocery store. When his daughter Margaret married Peter Mueller in 1891, they operated the tavern instead of a store, and the building was still used as an inn.

ever known... The dam was considerably damaged... of Saukville was inundated two to four feet. A great many people were forced to abandon their homes.

Saukville

Going back to 1848, William Payne and Jabez H. Foster built a dam across the Milwaukee River three-quarters of a mile north of the village, where they obtained a fall of fifteen feet. They also built a footbridge at a cost of \$500, the county furnishing half the sum. The first building erected here was a sawmill. A year later they built a frame gristmill. Payne and Foster had entered some 1,200 acres of land which was designated "The Mill Property." They continued to do a profitable business until 1851, when their gristmill was destroyed by fire. After this disaster, a dispute arose between them as to the sharing of the property, and a lawsuit ensued which resulted in the court deciding that the property should be divided into equal shares, each one taking half. Mr. Payne then sold his interest including water power, to William Kittridge. The site upon which these buildings were erected was given the name Mechanicsville, but later became part of the village of Saukville. In 1849, a turning shop was added to the sawmill where the manufacture of bedsteads and chairs was carried on until 1858, when the business was abandoned. After changing hands several times, Thien and Guettler bought and rebuilt the gristmill, a four-story stone building, in 1870. After repairing the dam and enjoying a few years of prosperity, the gristmill was again destroyed by fire in 1879.

It was voted to build a new bridge across the Milwaukee River in 1873, and the contract was let to William Rettberg of Cedarburg. It was built of wood and served for many years as a substantial structure, until replaced by an iron one. In 1881 the Milwaukee River rose to the highest point ever known, flooding the country for several miles. The dam was considerably damaged, and the village of Saukville was inundated two to four feet. A great many families were forced to abandon their homes.

Early Prominent Men
In Saukville History

education and lived with his parents on a farm until 1868. He then
turned his attention to railroading, learning the business at Gravelle
and soon took charge of the station at Saukville. Here, in 1878, he
was married to Minnie Zimmerman, daughter of Adolph and Friedrich (Opitz)

EARLY PROMINENT MEN
IN SAUKVILLE HISTORY

CHARLES STOPPER--town clerk, Saukville. A ^Native of Germany, was
born in January, 1843, and was brought to the U.S. by his parents in
1848. He lived with them at Schenectady one year, then at Utica, N.Y.
until 1855 at which time the family came to Wisconsin and settled at
Saukville. Here Charles learned the shoemaker trade of his father, and
in 1861, returned to Utica. Two years later he went to Chicago. In 1865
he returned home and followed his trade. He was a Democrat and town clerk.
He was married in the fall of 1866 to Margaret Kessler. They had nine
children, Alvis, Mene, Christena, Josephine, Peter, Charles, Larence, Frank,
and Joseph.

LOUIS C. WAMBOLD--Saukville; a native of Germany, was born May 10,
1830. At the request of his father, he learned the stonecutter's trade,
but as he preferred blacksmithing, he, at the age of 19, immigrated to
the U.S. and learned that trade at Williamsville, N.Y. He then went to
Niagara Falls and worked on the suspension bridge until 1855, during which
time in 1855 he was married to Elizabeth Mueller. In 1856, he came to
Saukville and followed his trade, meeting with marked success. He had
four children, Laura, Mary, Amelia, and Edward. He was of the Lutheran
religion.

CHRISTOPHER KLUMB--Station and express agent, Saukville, was born
in Mequon, Ozaukee county, on Dec. 30, 1849. He received a common school
Here in 1871, he was married to Mary Groedelusson. In 1878 he served

Early Prominent Men
In Saukville History

education and lived with his parents on a farm until 1868. He then turned his attention to railroading, learning the business at Granville and soon took charge of the station at Thiensville. Here, in 1876, he was married to Minnie Zimmerman, daughter of Adolph and Fredricke (Opitz) Zimmerman. In 1879, he re-moved to Cedarburg, where he remained one year, since which time he has had charge of the station at Saukville, The couple had two children, Ada A.M., and Alfred A.J. He was a Liberal in politics.

AUGUST KOENIG--Proprietor of Saukville Mills; was born in Saxony in 1827 and was married at the age of 25 to Christena Schumann. He immigrated to the U.S. in 1854 and settled at Saukville. Here he served as a common laborer for two years when he was stricken with rheumatism, and, therefore engaged in the mercantile business. In 1879, he held a mortgage against the Saukville Mills, and as they were destroyed, he was compelled to foreclose the same and take the property. He then rebuilt the mill at the cost of \$18,000; put in five run of stone, one set of single and one set of double rollers. The mill then had a capacity of 75 barrels a day. He had five children, Minnie, (Mrs. Julius Brandtmuhl); Oscar, Delia, Otto and Max. Oscar Koenig was born in Saukville in 1857; received a common school education in both English and German and also a commercial education at Spencerian College of Milwaukee. He clerked in his father's store until 1881, and later had charge of the flouring mills. He was married in 1880 to Mary Kuhefuss of Cedarburg.

ANTHONY AHLHAUSER--Saukville, was an old settler of Ozaukee County. A native of Germany, he was born Nov. 8, 1827; and came with his parents to the United States in 1845 and settled on a farm in the town of Mequon. Here in 1851, he was married to Mary Groetelueschen. In 1856 he moved

PORT WASHINGTON

Early Prominent Men
In Saukville History

to Saukville and, in partnership with his brother, William, engaged in the mercantile business under the firm name of Ahlhauser Bros. for four years when they suspended business. In 1862, he purchased the Eagle Hotel. Mr. Ahlhauser was a gentleman who had many ways and therefore had many friends. He was a Democrat in politics; was chairman of the town board twelve terms; register of deeds, two terms; member of assembly, one term; and justice of the peace, which office he held 15 years. The children were John, a harness maker of Saukville; and Henry, a blacksmith of Turner Station, Oregon; William, who was county treasurer; and Louis, who lived at home.

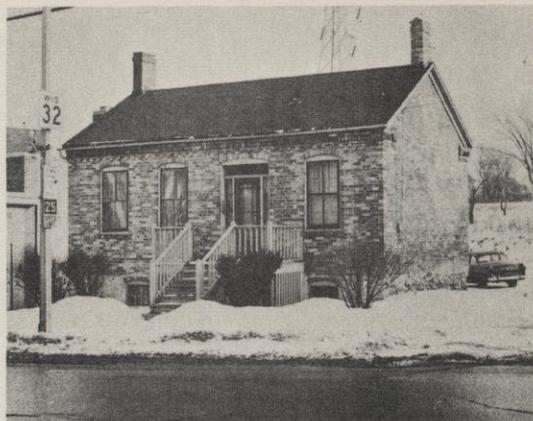
JOSEPH ALBRECHT--Postmaster, one of Saukville's early settlers and prominent men; was a native of Germany, born in 1831. He immigrated to the U.S. in 1851, and after living in New York City, came to Milwaukee. In 1855 he settled at Saukville. Here he worked in the turning department of a sawmill about three years, and later was in the hotel business. He was county clerk, town clerk, chairman of the county board, etc., and postmaster. He was married in 1856 to Magdalene Mondhe; they had two children, Joseph and George.*

*The above are "Thumbnail" biographies of some of the very important early settlers as taken from the book History of Washington and Ozaukee Counties, published by the Western Historical Society of Chicago.

PORT WASHINGTON



TEED - BOHAN HOUSE 1850



STEINKE - WERKING HOUSE 1843



BLAKE HOUSE 1847



ZAUSCH BROS. CIGAR FACTORY



LELAND STANFORD BUILDING 1848-52



LIGHTHOUSE 1860

PORT WASHINGTON

Port Washington was the first place in Ozaukee County (then old Washington County) to be settled by white men. But, as we have read in the "History of Ozaukee County" pp. 1-4, the first settlers were speculators and remained only for two years, 1835 to 1837. But Wooster Harrison, the founder, could not stay away. Perhaps it was because he had left his wife Rhoda, the first person to die in this county, buried in a Port Washington grave marked only by two sticks of wood. So Harrison returned in 1843 with a fresh group of settlers who soon had things humming.

Wooster Harrison was perhaps the most colorful character among many eccentric pioneers of this county. It is said he was not a general in the army but earned the nickname by his ability to organize and to attract people with money and influence to join his projects. Thus we see on the abstracts of title to property here, especially in downtown Port, the names of prominent men who owned property here in the early days,-- names such as Solomon Juneau, founder of Milwaukee; James Duane Doty, territorial judge, governor of the state and member of Congress; Jacques Vieau of Milwaukee and Beaubien of Chicago who have been described as part of the "French Canadian Aristocracy" of the fur trading industry. All these men bought land in Port Washington to resell at a profit.

Harrison was a man of immense personal popularity, a gifted story teller in great demand at all social gatherings, and a great practical joker. He earned considerable wealth but lost it all in promoting

Port Washington

unsuccessful patents and inventions and other ventures. A watch and clock repairer by trade, he ended up going from house to house repairing the clocks of pioneer families who boarded him and paid him well without grudging because he was such jolly good company. Nevertheless, he had spells of depression and eventually returned to Michigan and enlisted late in the Civil War. In Detroit he fell from a dock and drowned, and his burial place and that of his wife are now unknown.

Prominent among the settlers arriving with Harrison in 1843 was Col. William Teall of Michigan City. He was a partner in the Teall-Sprague and Company pioneer stage coach line between Chicago and Detroit. He owned the Steamer Detroit which was the first boat hailing from Milwaukee and Michigan City and undoubtedly was the boat that brought Harrison, the Tealls, the Orman Coes, the Ira Loomis's, the Solon Johnsons, and the O.A. Watrous's to settle here permanently in 1843. Solon Johnson became a delegate to the Constitutional Convention, donated the land for Saint Mary's Church and the street on which the church stands still bears his name.

In 1848, there arrived at the North Pier (foot of Jackson St.) on the Steamer Baltic, one Barnum Blake and his family who soon became the "best known family north of Milwaukee," and in the early days their activities on the lake made the name of Blake known throughout the lakes region. Blake immediately started a shoo shop for manufacturing parts of barrels, boxes and furniture packaged together to be assembled. Soon afterwards he built three piers--one at Amsterdam in Sheboygan County, one at Blakesville (east end of Lake Drive commonly known as Weiler's Road) and one at Port Washington at the end of Pier Street. Other Blake

Port Washington

enterprises at Port Washington were a general store, a business block known as the Arcade (site of present Badger Outerwear) and several grain elevators. He bought huge tracts of wooded land, cleared it and shipped the lumber and fire wood for boats from his piers, then sold the land to farmers and stored the wheat they raised in his grain elevators and shipped it. Barnum Blake's son, Edward, was one of the heroes of the Civil War, and their home at 223 W. Grand Ave. (now demolished) was one of the outstanding examples of Greek Revival architecture in the state. It was chosen by architects to be photographed and its measurements recorded in the national archives at the Library of Congress. Two granddaughters and a grandson of Blake still live here (1967); they are Mrs. Julia Blake Munster, Miss Adele Blake and Douglas Bostwick.

The first business enterprises started in Port were the Moore Bros. Saw Mill on Sauk Creek, the North Pier built in the early 1840's by Wooster Harrison or Solon Johnson, the Middle Pier at the end of Pier St. and the South Pier built at the end of Second Pier St. (shown on early maps directly south of mouth of Sauk Creek) by Lion Silverman, an early sheriff. Besides lumber, fuel-wood and grain, much fish was shipped from here in early days. A grist mill, Tomlinson's, was built very early, followed by Woodruff and Richard's North Brick Yard. There were at one time five foundries in town, but the earliest was the one started by Theodore Gilson, a native of Luxembourg, in 1850 and for 112 years the Gilson family operated foundries here, spanning five generations. The first one stood on Pier St. directly east of the Schmit Household and Electric Co. and was torn down in 1952. Nicholas Martin, also a native of Luxembourg, was associated with Gilson and together they took out the patent on their

Port Washington

first plow. When Martin established his own foundry about 1866, he paid Gilson \$500 for the rights to that plow, \$3,000 for the rights to another plow and later \$1.50 per plow manufactured, for still another. Gilson was the inventor of the plows. About 1866 the firm was called Theodore Gilson and Son, his son John having joined at an early age. They made early threshing machines and horse power machines and continued to improve their models of plows. In 1893 John Gilson invented the adjustable office chair iron, the first ever produced. He and his son J.E. organized the Gilson Manufacturing Co. to produce them with H.W. Bolens and Boerner Bros. (early merchants) as stock holders. John and J.E. Gilson, in 1905 and 1906, built several two-cylinder gasoline cars at their plant. John owned the first auto in the county, a Stanley Steamer, and J.E. owned the first gasoline car, an Oldsmobile. Later this company was known as the Gilson Bolens Manufacturing Co., but in 1914, the Gilsons sold out to Bolens and in 1916 formed the J.E. Gilson Co. for the manufacture of gray iron castings and garden tools. In the early 1920's they suffered a serious fire at the plant but it was rebuilt. In 1962 another fire destroyed the plant and George I. Gilson decided not to rebuild. The fifth generation of the family, George U. Gilson, had become briefly associated with the plant at that time.

In the meantime, Nicholas Martin and his brother-in-law had started their foundry at 218 E. Washington St. known as the Port Washington Foundry, Martin and Wester, proprietors. Their first building was destroyed in the Chair Factory fire of 1899. Their second building (1900) still stands (Humble Oil Co.) and the property, 130 feet long and going through to Pier St. was bought from Barnum Blake and his wife Christine in 1866

Port Washington

for \$375. John B. Martin and his brother, John Martin, succeeded their father in business. John B. was named for St. John the Baptist and his brother John was named for John the Evangelist. They operated the foundry until 1926. Two granddaughters of Nicholas Martin still live here at 215 E. Pier St. on part of the property purchased from the Blakes in 1866. They are Miss Julia Martin and Mrs. Rose Burns.

After the Gilsons, John and J. E., dissolved partnership with H.W. Bolens, Bolens became president and principal owner of the Bolens Manufacturing Co., which at the time of his death in 1944 had become the largest producer of office chair irons and the oldest and largest manufacturer of garden tractors in the world. Mr. Bolens himself was granted nearly 200 patents on chair and furniture fixtures and power garden tractors and lawn mowers. He had been associated with his father in the newspaper business (The Port Washington Star), had been an alderman, mayor of Port Washington, County Supervisor, and State Senator, elected by an overwhelming majority in Ozaukee and Sheboygan Counties. He was elected President Pro-Tem of the Senate in 1935. A Democrat, he vigorously opposed LaFollette and his "Brilliant oratory drew many visitors to the galleries and stamped him as a noteworthy leader among his senatorial colleagues."

Besides the Bolens Mfg. Co., which as an offshoot of the 1850 Gilson Foundry can be considered 116 years old, Smith Bros. Fisheries is over 100 years in business. These fisheries were begun in 1848 by Gilbert Smith and his father William, who had been farmer-fisherman in Oswego County, N.Y. They started their business with one small seine net

Port Washington

dragged behind a row boat at the little settlement of Amsterdam where Barnum Blake had built one of his piers. It was two sons of Gilbert, Delos, and Herbert, who began fishing in Ozaukee County and eventually in Port Washington. They weathered two disastrous fires and a flood but always managed to come out on top. Now in their 120th year, they have three restaurants and two fish markets and sell their own smoked fish, caviar, pickled herring, sauces, frozen chowder and a number of delicatessen items. The anchor of an old shipwrecked vessel has been placed in their parking lot as a memorial to lost sailors. The late Capt. Delos and his crews figured in a number of dramatic rescues on Lake Michigan.

Another Port Washington industry which never attained the dignity of 100 years is nevertheless worth mentioning because of the large number of people employed and its remarkable record of continuous work throughout the depression of the 1930's. This was the Wisconsin Chair Company, organized in 1889. John M. Bostwick, a local jeweler and son-in-law of Barnum Blake, was one of the largest investors and eventually owned most of the shares and became president of the company. A man of remarkable vigor, he lived to be 97½ years old, and each year on his birthday he entertained every one of his several hundred employees in his home. The high cost of labor and the sprawling inefficiency of the buildings made it impossible to continue the business profitably. It closed its doors in 1954. Heirs of first owner had sold in 1953.

Returning again to the pre-Civil War days, the names of 19 early hotels have been recorded, one of which still stands. It is now the Federspiel Hardware Store at 312 N. Franklin St. The date it was built, 1855, can be read on the north wall. The old hotel rooms can still be

Port Washington

read on the north wall. The old hotel rooms can still be seen on the third floor; but no one recalls the name of the hotel. The earliest ones were on Pier and Lake Streets, which were the early centers of business. Wooster Harrison's jewelry store was also on Pier St., the exact location unknown. Passenger as well as freight boats under both sail and steam stopped at the three piers regularly, and stage coaches were the only public transportation by land until ten years after the Civil War. Citizens largely responsible for getting the Milwaukee, Manitowoc and Green Bay Railroads to come through Port in 1875 were John R. Bohan, Editor of The Advertiser; George W. Foster, lawyer and first school teacher; and James W. Vail, banker. They tried first to get the Milwaukee and Northern, but in spite of cash subsidies and benefits offered, that railroad insisted upon going through Saukville instead of here.

The work of improving the harbor began in 1870, and George W. Foster is said to have gone to Washington at his own expense to lobby for it. It was the first artificial harbor in the nation. In 1871 an old advertisement shows that a passenger boat left Chicago daily for Milwaukee and Port Washington and points north.

Two dreadful cholera epidemics in 1849 and 1854 left many widows and orphans and wiped out one entire family, the Lawrences, who operated a store here. Mrs. Lawrence's father, Mr. Cooley of Waubeka was visiting the Lawrence's at the time and he died also, leaving a widow and young children at home.

Disastrous fires which occurred before a company of volunteer firemen was organized (in 1864 by August Meyer) destroyed two hotels, a flouring mill, and a store. Undoubtedly, other buildings not remembered caught

Port Washington

fire in the early years. It is claimed by Mrs. Leland Stanford that her husband's office building burned and that the fire was the reason for the family leaving Port Washington for California. The Curator of the Stanford Collection at Leland Stanford University quotes an article in the May 23, 1895 Milwaukee Journal to substantiate the fire story. But the Journal advises us that they "find no story of a fire destroying the office building of Leland Stanford" in the microfilm of the Journal for that date.

The tragic shipwrecks of the Steamer Niagara and the Steamer Toledo are described in the History of the County in this volume, as are the Draft Riot and the Indian Scare. All of these disasters left some families in desperate circumstances, and thus we see that the town of Port Washington took responsibility for helping the poor from the beginning of its written history.

The Town of Port Washington was incorporated in ¹⁸⁴⁶~~1864~~ and the early minutes record the names of citizens in business who were paid from town funds for their services to the poor: Doctors Cramer, Clark, Ulrich, Smith, Lonhard, Stillman, Gerhard and Osgood, all before 1860. People were paid for ^{making} coffins for the poor also. They were D. Powers and Keller and Merkle; for supplies, lodging etc.; McLean, Nelson, Oatman, Sherwood, Beger and Silverman grocers, Goldsmith grocer, and Nehf coal and wood.

The first poll list dated April 1846 lists names still well known in the area; Ingersoll, Watry, Safford, Allendorf, Wolf, Weycher, Bievier, Thomas, and Leonard, although the early spelling differs from today's. The Town of Port included at that time parts of Fredonia, Belgium and Saukville.

Port Washington

Names listed on petitions for improving streets in the Village of Port Washington, incorporated in 1848, include: Powers, Even, John, Bossler, Molitor, Knell, Bradley, Stone, Gilson, Martin, and one name now internationally known: Leland Stanford. The story of his unsuccessful career as a lawyer in Port Washington, before going to California to make a great fortune and found a university, is very interesting; some details of the story as remembered by local pioneers differing considerably from the story related by Mrs. Stanford after his death.

Another great name associated with Port's early history is that of Abraham Lincoln who is said to have visited Wooster Harrison here in 1837 in a house which stood on the present parking lot at 121 E. Pier St. This is disputed, however, by many historians and there are two different stories of where he stayed overnight when looking for a place to settle and practice law.

Other well-known names found in records of the 1850's and '60's are: Niederkorn, Adam, Ubbink, Larson, Schumacher, Greiveldinger, Schanen, Bartol, Klopp, Peters, Wilke, Schmit, Mayer and Poull.

All files of the early newspapers published here in the English language were destroyed in a fire, leaving only a few scattered copies saved by individuals. The County Historical Society owns exactly 30 copies of the old Ozaukee County Advertiser, dated variously from 1855 to 1896.

The State Historical Society owns one copy but has made microfilms of all those owned by the County Society which is indebted to the foresight and generosity of an unknown citizen who deposited them at the Court House years before the society was organized. The files of the German language paper "Die Zeitung" published from 1859 well into the 20th century are

Port Washington

preserved in the Niederkorn Library. All papers published here since World War I are in English.

Anyone owning a copy of one of the papers which began publication in the county before 1900 would do the society a great favor by ~~donating~~ ^{donating} the copy or copies. The known list is: In Port Washington; The Washington County Democrat 1847-1849; The Blade, 1849; Ozaukee County Times, 1853; Ozaukee County Democrat, 1854; Advertiser Democrat, 1855-1859; Ozaukee County Advertiser, 1859; The Eagle, (also called Der Adler) 1860-1862; The Port Washington Republican, 1859-1861; The Port Washington Star, 1879 into the 1920's; The Dairy News, a monthly in 1895 only; The Satellite, a P.W. High School paper, 1888-1889; The Port Washington Pilot, 1898; and The Port Washington Herald, 1898-middle of the 20th century. There were a series of amateur society journals beginning in 1858 called: "The Literary Chip Basket," "Society Journal," "What Not," "The Whimsical Mirror," "The Allspice" and "The Star." Copies of all of these were extant in 1881, except the last one mentioned. None are known to exist today. They were described as humorous and spicy and beautifully illustrated with local artistic talent.

PIER STREET - Port Washington.

The east end of Pier Street at Lake Michigan formerly known as Father Menard Park, was most likely to have been visited by Father Marquette in 1674, by Father James Marest, S. J. between 1701 and 1721, and by Father LeFranc and Father DuJauncy up to 1765.

The east end of Jackson Street at Lake Michigan was the end of the old Fond du Lac Indian Trail.

The Lake Park area must have been the spot where the Indian Chief Waubeka had a summer camp with several acres cleared when the first settlers arrived.

The High School Athletic Field is the site of a fierce battle between the Sauk and Chippewa Indians before the white settlers came. The Sauks won and thereby gave their name to Sauk Creek.

The parking lot at 121 East Pier Street is the site of General Wooster Harrison's house where Lincoln was said to have slept. General Harrison was the Father of Port Washington.

The foot of Pier Street is probably the landing place of the first six permanent families in 1843, the town having been deserted since the 1837 financial panic. The story of their arrival by boat and unloading by raft is in the 1881 History of Washington and Ozaukee Counties.

1856
"1854" Wreck of the S. S. Toledo

The Toledo, one of the finest steamers on the Great Lakes at that time, was built in Buffalo, New York and was operated by the American Transportation Company. It was one-hundred and seventy feet long and carried a load of freight and passengers on all trips. Often times migrating Americans bound for the middle west and the north west traveled on the Toledo.

She had sailed up the Lakes and around the Lakes at the time of the tragedy and docked at Port Washington, Wisconsin, at Blakes' Pier, which was owned and operated by Barnum Blake. There were eighty-one passengers and crew aboard on what had been an eventful voyage.

The Toledo had dropped some passengers and freight, taken on a deck load of cord wood to be used for fuel on this propeller driven ship, and was headed for Chicago; out into the open Lake again. It was about twenty rods off shore, a brisk wind on this brisk fall day suddenly arose and lashed the lake into a menacing fury. There was but a slight indication of a storm. These winds were so terrific that the ship could not get further out into the lake but blew it into shore. Horrified spectators ashore, realizing the danger to the vessel saw the frantic crew attempting to get down the ship's anchor. The chain fouled and could not be released before the steamer struck the dock.

The lake bottom was sand, but the storm was so furious, waves to high and destructive, that the Toledo, "Pride of the Lakes", simply went to pieces like a strawberry box pounded with a hammer.

Folks ashore were helpless to aid those aboard, and out of the ship's company, only three were saved. One of the three, Samuel Welch, a deck hand,

Wreck of the Toledo

was saved when he clung to a piece of wreckage and was tossed onto the pier by one of the huge waves. He was picked up by some of the more daring of the terrified watchers and subsequently recovered. Another deck hand, Aquilla Gifford, and one more unknown survived. The unknown was one of twenty who had fled in a life boat, and of those twenty, he alone escaped death.

Fragments of the splendid ship and her \$100,000.00 cargo were picked up along the beach for miles...after the storr had ceased.

The bodies were later recovered and buried with appropriate rites in the Union Cemetery where the Commemorative Anchor still stands to mark their graves.

The Toledo's anchor was recovered by chance, from the bottom of the lake in 1900 by Delos Smith while aboard a fishing tug.

Later several pieces of the ship's hull were found; also one hundred feet of anchor chain and bits of cargo, including an iron wheel which had the date of 1854 stamped on it. 1854 was the year of the wreck.

PEBBLE HOUSE

The pebble house now used as a gate house at the Wisconsin Electric Power Company plant was once a home for generations of Port Washingtonians. Edward Dodge, a blacksmith, and his wife, Elizabeth, spent many weeks gathering stones used in its construction along the shore of Lake Michigan. They carried them to the site in baskets and hods. Many hours were spent sorting them as to size and color. The smooth stones range from the size of an egg to a fist, and colors vary from gray and brown to a subdued pink.

The home was originally built in 1848, the year Wisconsin achieved statehood, on the south bank of Sauk Creek, about 125 feet north of its present location. The water washed cobbles and pebbles have a fine eggshell surface, making them unusually smooth. It has been suggested that they are of glacial origin.

The walls for the story and a half house, one of the finest examples of beach stone construction in Wisconsin, are 20 inches thick, with an inner structure of rubble stone wall. This was built up several feet or more before the facing was added. A wooden framework was then built on the outside of the wall, and a plank was set up horizontally. After the course of stones was laid, the plank was raised for the next row. Every few feet it became necessary to allow the wall to dry, as too much pressure from above would cause the round stones to slip out.

The pattern involves two adjoining courses of black basalt pebbles, then a single course of granites of pink and gray cast, then two courses of buff, pink and white flints and quartzites.

Pebble House

This method of construction was originally used in central and northern New York State and was brought to Wisconsin by settlers. It is similar to 16 and 17 Century English flintwork, where colorful flint and chalk fragments were alternately coursed, often with curious effects. The lime and sand used for mortar dried very slowly, but was most durable.

The house was purchased by the Milwaukee Electric Railway and Light Company, in March 1930, when the company acquired the land for a power plant. The company decided to preserve the house as a historical building and moved it to its present location in 1935.

The building is of white brick, built on sloping ground, three stories in front with a porch on the second floor, and two stories in back. It has very high windows and doors and a central projection running through the center of the building after the manner of many old buildings in the eastern states. The interior work is very elaborate and is customarily used today, but most of the finish is of soft wood.

After General Grant's first Washington, several pioneer doctors used the building for their offices and living quarters. Most of the time it has been rented as apartments, but once it housed a laundry.

LELAND STANFORD'S LAW OFFICE

The Leland Stanford Office is at ~~117~~¹¹³ East Main Street. The building was built by Stanford and used as his law office when he practiced here before the Civil War. His failure to win the office of District Attorney here is believed to have been the reason for his departure for the West, where he made a great fortune and founded Leland Stanford University in Palo Alto, California.

The building is of white brick, built on sloping ground, three stories in front with a porch to the second floor, and two stories in back. It has very high windows and doors and a brick partition running through the center of the building after the manner of many old buildings in the eastern states. The interior woodwork is more elaborate than is customarily used today, but most of the floors are of soft wood.

After Stanford left Port Washington, several pioneer doctors used the building for their offices and living quarters. Most of the time it has been rented as apartments, but once it housed a laundry.

Steinke - Werking House

Now owned by E.P. Werking and rented to tenants, this brick house is traditionally known as the Steinke House and is believed to have been built in 1843 or earlier. It is a style rarely seen now in this area.

Zausch Cigar Factory

This is an example of the most attractive of pioneer business places and reminds one of buildings in the Rockefeller-restored Williamsburg, Virginia.

U.S. Government Light House

Two famous Light House keepers were Charles Lewis Sr. and Charles Lewis Jr. The latter was keeper for 44 years before his retirement in 1924. He was married to Linda Teed (see below). The Light House stands 106 feet above the lake, and for many years huge oil lamps were kept burning in its tower.

North Slip of Port Washington Harbor

This was the first artificial harbor constructed in the United States. The Town of Port Washington contributed \$15,000 and the U.S. Government furnished over \$180,000. First piers were 800 feet long and 200 feet apart with depths of 13 and 14 feet.

Teed Bohan House

It is believed to have been built by Lewis Teed, a mason contractor, and later rented by John R. Bohan, editor and politician.

61.

P O R T U L A O

Due east of Grafton on the lakeshore, is the site of the once busy Port Ulao. In 1847, James T. Gifford of Elgin, Illinois, built a pier and chute to slide firewood down from the top of the 150 foot bluff to the decks of the wood burning steamboats.

For a long time Port Ulao enjoyed a firewood monopoly on Lake Michigan. A big side-wheeler, the "Empire," consumed 600 cords of wood, the product of 10 acres of heavy timber, on a single voyage from Buffalo to Chicago.

In 1850, Gifford gave up his residence at Ulao and Captain John Randolph Howe, who had commanded one of the first steam ships on Lake Michigan together with relatives and friends succeeded Gifford at the port.

One of Captain Howe's two sisters, Jane, while residing in the State of New York, married a gentleman of Huguenot ancestry and excellent character named Luther Guiteau. Influenced by Captain Howe, they moved to Ulao. Guiteau platted and sold what was known as the Port Ulao addition.

Their son, Charles, who was seven years old when they settled at Ulao, was nervous, irrational, and high strung. He got into one scrape after another. To make a long story short, it was this same Charles Guiteau who assassinated President Garfield in 1881.

On March 31, 1856, an act was passed by the legislature to vacate part of the Village of Port Ulao in ten acre tracts on Ulao Road, the same not to be sold for not less than \$15 an acre.

During the Civil War, several companies of Milwaukee militia were disembarked at the Port Ulao pier to surround draft resisters at Port Washington. After this war, the village was gradually abandoned, since coal was being used in place of hardwood for steamboat fueling.

Port Ulao

A colony of eight Mormons later settled the little stretch of beach north of the pier. They had been driven from their homes in the Mormon Colony on Beaver Island at the upper part of Lake Michigan.

EARLY HISTORY OF GRAFTON

Picture in your mind's eye a dense forest with a clear, fast moving river winding its way through the wilderness. Small Indian villages of the Menomonee, Pottawatomie, Sac, Chippewa, and Fox tribes were scattered throughout the area, and particularly along the banks of the river. Great hardwood forests abounded in this region which was to become Grafton.

Grafton's recorded history dates back about 129 years, and began with the first settlement by white men in the area in the late 1830's. However, it is known that the first white men to visit the site of the village of Grafton were Fathers Allouez and Bablon, from the Jesuit mission at Green Bay. They came about the year 1670 and found the area occupied by an Indian village.

By 1838 the Indian's right to this land was completely extinguished, although they frequented this area for many years afterwards. The title of the Menomonees was extinguished by a treaty made with the Federal government on February 8, 1831, and the title of the Pottawatomies ended with a treaty made September 6, 1833, although they reserved possession and occupancy for three years thereafter.

This later treaty was not ratified until February 21, 1838. The earlier surrender of the land east of the Milwaukee river by the Menomonee Indians probably accounts for the fact that settlement of the then town of Grafton proceeded first east of the river, and that the first deed acknowledged in the area was in 1835 on land between the river and the lake shore.

The Indians were good neighbors and preferred to live at peace with the white settlers. None of the ferocious Indian wars came anywhere near Grafton.

Early History of Grafton

The Indian scare of the middle 1800's was generated largely in the minds of the settlers who imagined that Black Hawk's warriors, who were about 400 miles away, were about to swoop down upon them. Some people left their homes, but it is remembered that Mrs. Cort Henry Viesselmann stayed on their farm and molded bullets. The worst thing recorded of Grafton Indians was that "they have an inordinate fondness for whiskey, even stealing it if they cannot buy it."

As early as 1825, a herd of 99 cattle was driven along the length of the the lake shore through the town of Grafton. They were on route from southern Illinois to Fort Howard (now Green Bay). The boss of this cattle drive was William Steven Hamilton, son of Alexander Hamilton.

A debatable question is, who was Grafton's first white settler? It is possible that a man by the name of John Drake was the first, since he was found living in a little log and bark shanty in 1839 when other settlers came into the area.

Jacob Eichler of Hamburg, Germany, was also a very early settler. He was lured by rosy promises of Chicago land speculators. He, with a party of his countrymen, made their way to Chicago. From there they sailed north to Milwaukee, this being the historic route used by most of southern Wisconsin's early settlers. Original land grants in this area could be bought at that time for prices ranging from as little as 50 cents an acre to as much as \$1.50 an acre.

The early settlers were, by and large, industrious farmers interested in acquiring sizable plots of land of up to several hundred acres. At that time, Wisconsin's great dairy industry had not taken root. One or two cows to provide milk for the family was all that was required. Wheat and other grains were the primary agricultural products.

Early History of Grafton

The town of Grafton was created by Act of the Legislature of Wisconsin territory, page 35, Laws of 1846. It then comprised the whole of town 10 North, and Ranges 21 and 22 East. The survey and plat of the village of Grafton was recorded in the Register's office of Washington county on September 1, 1846, and was transcribed into Volume A of plats in the Register's office of Ozaukee county. In 1849, by act of the Territorial Legislature of Wisconsin, the town of Grafton, Washington county, was divided and the town of Cedarburg was created from part of its territory.

It should be noted that in the period 1840 to 1846, the village area was referred to as "Hamburg," probably by association with the ancestral home of Mr. Eichler. Old records show that in the year 1850, the town of Grafton had a population of 400-500, and that it contained 27 Irish families, and 53 German families.

The Territorial Legislature in 1847, granted a charter for a plank or macadam road from Ulao west through Grafton, Cedarburg, and Hartford to the Wisconsin river. On March 11, 1848, the state legislature authorized the incorporation of the Port Ulao and Grafton Road Co., with rights to extend it to the Rock river. Three miles of the road were actually built, from Ulao to a point west of the Milwaukee river.

Timber was cut, stumps removed, and the road graded and turnpiked. Trees felled in clearing the route of the roadway were converted into charcoal, which mixed with burnt clay, formed the road-bed of the first turnpike in the state of Wisconsin. The idea of constructing the road-bed by the unusual process adopted was suggested by Mr. Gifford by the reading of the story of the Appian Way in Italy during Roman days, which led from Porta Capena at Rome southward to Capua.

Early History of Grafton

The territory was surveyed in 1849 and the "rapids," at the present south limits of the village, were given the name of "Milwaukee Falls," and permission was granted for the construction of a dam and mill race, probably for the erection of a woolen mill. Subsequently, the buildings and additions thereto, housed the Sheboygan Knitting Co., the Milwaukee Falls Chair Co. and later a record factory.

Chapter 361 of the private and local laws of Wisconsin, for the year 1857, says that the name of the village of Grafton, Ozaukee county, Wisconsin, was changed to "Manchester." Five years later, in 1862, by Chapter 52 of the private and local laws of Wisconsin, the name of the village of Manchester, Ozaukee county, Wisconsin, was changed back to "Grafton." The village was, of course, unincorporated at that time.

The central part of the village was known then as it is now, as the "Square." The two story "stone block" building on the square was erected in 1844-45 and is still in full use today. It was built by Phineas M. Johnson, Jacob Adreana and William T. Bonniwell. This colorful old building served as a county court house and jail when Grafton was the county seat of Washington county, of which Ozaukee county was then a part. It also contained a tavern, and from 1853 to 1857, Lutheran church services were held here. After the division of Washington county in 1853, Grafton served as the county seat of the newly formed Ozaukee county.

Early industries in the village of Grafton, prior to the turn of the century, included a gristmill, a chair and furniture factory, the brewery, a cheese factory, a number of retail business firms, two wagon and blacksmith shops, and a small lumber yard. The excellent water power available ^{from} the Milwaukee river was the primary reason for location of the village at the exact

Early History of Grafton

spot at which it stands, and the first dam was built in the period 1842 to 1844 for the purpose of powering a saw mill and a flouring mill.

The woolen mill was built in 1880. It was built entirely of stone and contained at that time two sets of woolen machinery, and one set to make worsted yarns. Its worsted machinery was imported, and at that time most modern. It was reported to be the only worsted mill in the west. It employed, when in full operation, 100 hands.

Just to the north of the woolen mill was the flour mill, which drew its power from the ^{same} ~~same~~ dam. It had five runs of stones, with all the then modern improvements, and a capacity for the manufacture of 100 barrels of flour per day. The flour products were sold to bakers in Milwaukee under the brand name "White Lily." The mill, in turn, furnished a market for the substantial amount of wheat grown by the farmers in the area.

The old "Wisconsin House" stood on the site of the present Hotel Grafton. It served as a resting place for travelers, contained a tavern, and steam ship tickets could be purchased there. The hotel was built in about 1892 by Edward Mueller. It is a three-story structure and was, at that time certainly, the finest hostelry in this section of the state.

OLD LIME KILNS

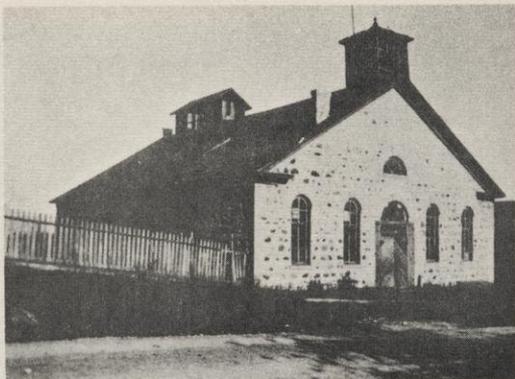
Going north on the Green Bay Road about a half mile before you reach Grafton, there are ruins standing straight and tall which look like medieval masonry. These are old kilns. The vast limestone deposits which underlay this entire region were important sources of revenue to the early business interests of Grafton. A man by the name of Timothy Higgins was known as the oldest lime burner in this section because he built a kiln as early as 1846. The largest lime kiln was started in 1847 under the name of the Ormsby Lime Co. From 12 to 15 men were employed, and about 25 barrels of lime per day were produced. The Milwaukee Falls Lime Co. was incorporated on September 9, 1890, and operated kilns several blocks south of the present south limits of the village. In the early days of the quarries and kilns, 17 men worked 60 hours a week, and their pay was \$6 per week. A spur line carried the processed lime to the main line of the old Wisconsin Central Railway for shipment to Milwaukee, Chicago, St. Louis, and Detroit. The ruins bring visions of mules pulling little trucks of limestone from the quarries on tracks to the top of the kilns, which were stoked with cordwood.

HAMILTON and Concordia Mill.

After crossing Cedar Creek at Hamilton on the original Green Bay Road, there is a great stone building. An old sign says that it is the Cedar Creek distillery, but it has not been used for that for many years. Before it was a distillery, it was a grain mill. The mill was built in 1853. Across the road there is a stretch of well kept lawn. It is part of a privately owned picnic park on which some old stone buildings still stand. What was once the Hamilton hotel is there, and other old buildings make you think of a long forgotten past. Hand forged strip hinges are still to be seen on some of the doors. These deserted buildings were once part of a thriving town called Hamilton. It was built before there were any railroads in this part of the country. When a railroad did come through in the town of Cedarburg, Hamilton became a deserted village.

A mill pond behind the old buildings is picturesque and peaceful.

HAMILTON



TURNER HALL 1867

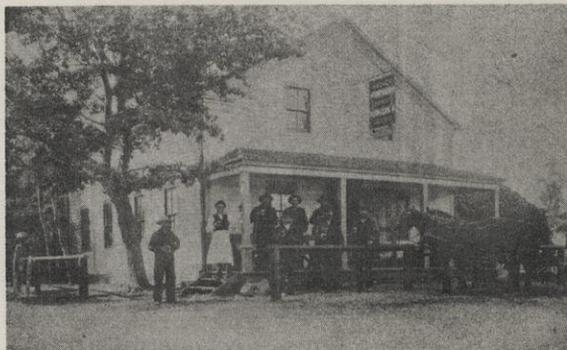


CONCORDIA MILL 1853

THIENSVILLE



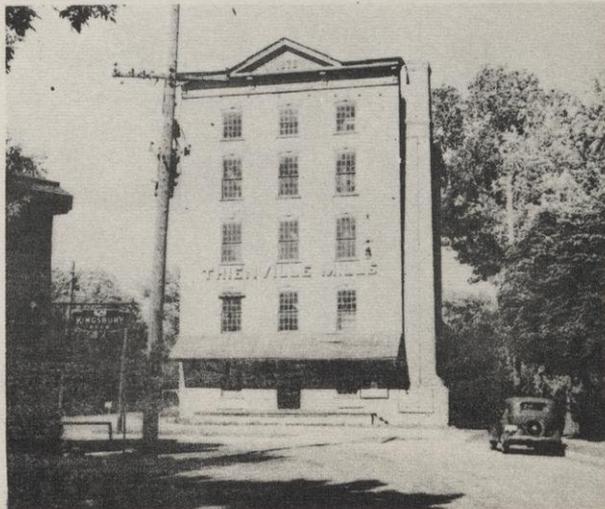
THIERMANN'S DRY GOODS



OPITZ TAVERN

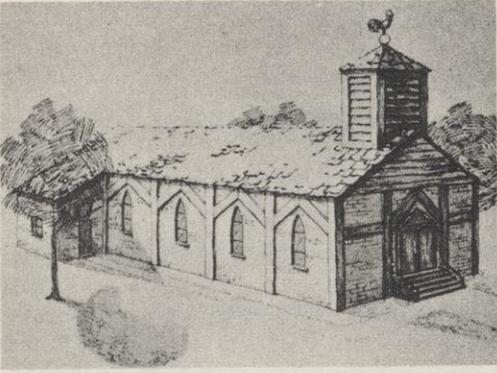


THIENVILLE MILLS 1870



THIENVILLE MILLS 1876

TOWN OF MEQUON



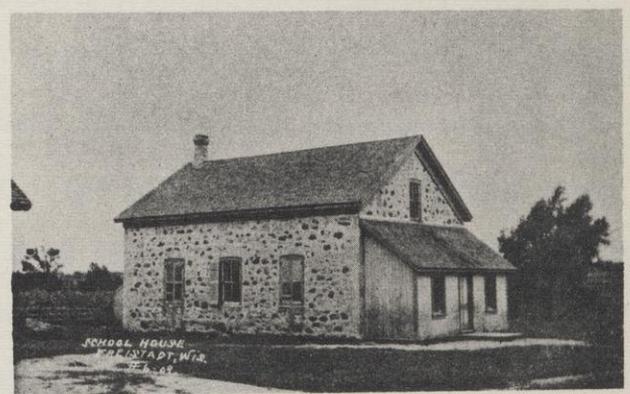
FREISTADT TRINITY LUTHERAN CHURCH 1844



FREISTADT R.F.D. 1902



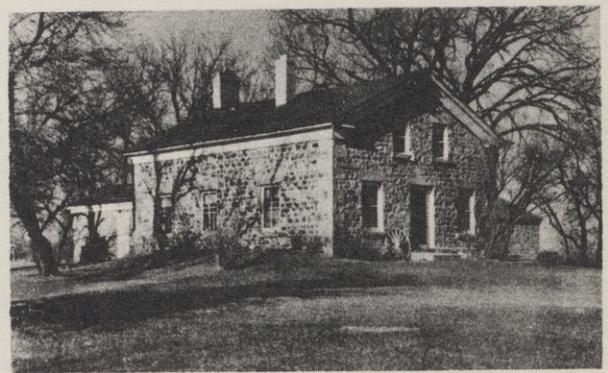
OCTAGONAL BARN



FREISTADT LUTHERAN PAROCHIAL SCHOOL 1850's



WAGNER'S TAVERN



JONATHAN CLARK HOUSE 1848

OCTAGONAL BARN S

Built almost three quarters of a century ago, strong and sturdy, the octagonal barns of Ozaukee County are monuments to one family of early settlers. From the Milwaukee county line to Port Washington, they follow roughly along highway 141 and the lake shore. Nowhere else are there so many barns of this unusual type.

Frederick Clausing, ancestor of the Clausings who built the barns, came to Wisconsin in 1846 and settled on land in the wooded area along lake Michigan. At this time there were many families coming into the state from Germany.

In the beginning, as the settlers cleared their fields of trees, they put up log houses and barns. They sowed their wheat by hand between the stumps. If they were fortunate, they had oxen for the heavy work. They raised sheep and some chickens. Cows were hard to keep because of the amount of feed they needed. But gradually as more and more acreage was cleared, they built up herds. Most commonly the cows were milking shorthorns. Many farmers eventually had a following of customers in Milwaukee, taking in butter, eggs and perhaps vegetables every two weeks.

Cheese factories, two of them, were built in the area and the farmers increased their herds. Later the factories became creameries.

As the dairying operations grew, the log barns proved inadequate. Larger barns, more suited to sheltering a dairy herd and storing feed for the cattle, were needed.

Hard working, progressive, the Clausings were in the fore when it came to improvements and inovations. The family had early shown an interest in registered stock and were among the charter members of the Gurnsey breeders association.

Octagonal Barns

Ernst Clausing, grandson of the man who had brought his four sons and two daughters from Saxony, was a carpenter. From somewhere he got the idea for the octagonal barns. One of the Clausing descendents, Mrs. Adolph Seifert, thinks perhaps it was from a picture in a magazine or paper. Another theory holds that the design originated in Germany or Holland.

It is a fact that from around 1847 to 1857 on the east coast, mainly in New York, there was a fad for octagonal houses, promoted by Orson S. Fowler. He visited in Wisconsin in 1850 and influenced the building of octagonal houses in the state.

Ernst, together with some of his brothers, decided to undertake as a business the building of octagonal barns. They built the first, a small one, for their cousin Franz Vocke, probably some time before 1890. The barn built for Gustav Timpel, related to the Clausings by marriage, was one of the early structures. It may well have been the second.

Eventually barns were built for Ernst's brothers, Richard, Theodore and Henry and for his cousins Julius, William and John and Edward.

Another octagonal barn, built about the same time for William Haeuser, was put up by a man named Schnukel.

Octagonal barns built for Henry Kieckhaefer and Leonard Maul are also attributed to Ernst and his brothers.

Four of the barns are gone, those built for John, Henry and Richard Clausing, and the one for Leonard Maul. They stood until fairly recently. The Ed Clausing barn near Port Washington is falling to ruin.

The Kieckhaefer barn still stands. It is on property which now belongs to Notre Dame of the Lake.

William Clausing's barn, until recently owned by his grandson Ray, is also standing, but it is in property which has been sold to Kohl's food stores.

Octagonal Barns

The farm is in the area where the proposed expressway will run.

The new road is affecting another of the Clausing farms, this one owned by Roland, youngest of the 12 children of Julius. The highway will cut off from the rest of the farm, the original homestead, about a third of the acreage. The home and farm buildings, including the octagonal barn, are not involved.

This is the latest of the octagonal barns. It was built by Ernst in 1898 and it is one of the largest. It is 70 feet across with a wall height of 22 feet from floor to roof line. The loft is still used for hay storage. Removable slatted floor sections give evidence of a Clausing experiment to dry hay in the loft by blowing air through it. Pens now replace the rows of stalls that once were in the basement. Young stock is now kept there. The milk herd is kept in an adjacent barn and the two are connected by a passage at the basement level.

One of the best features of the octagonal barn, claims Roland, is the ease with which hay can be unloaded and stacked. Much of the manual labor is eliminated. As he describes the system, a rope runs through one pulley at the apex of the roof and another which can be hung from the roof boards at any place on the circumference. By this means the hay fork can be guided to any place in the loft.

The same advantage was mentioned by William Tetzlaff who now owns the barn originally built for Theodore. On the basement level, stalls for his herd of Jerseys are arranged in straight rows across the barn. In the angles on each side of these are pens for calves. In the loft, a wall separates the barn into areas for long and short hay. Along one of the eight sides a granary has been built. By climbing a set of steep stairs to the top, it is possible to get close enough to one of the wall angles, where the roof rafter is set, to get some idea of the construction of the barn.

Octagonal Barns

The weight of the massive roof rests on the framework of the outer walls. No interior beams or supports interrupt the immense emptiness of the loft. Each of the eight ribs of the giant roof rests on one of the corner supports. At each of these corners two 8 x 8 timbers stand bolted together with heavy iron bolts bent to the degree of the angle. Connecting beams around the top circumference of the barn are cut to fit over the timbers. A short heavy beam is fitted to beams and timbers and spans the corner. It is on this that the rafters, also notched to fit, rest. Here, at the roof level, the outside of the corner is reinforced with iron.

Much too long to be cut from one piece of wood, the rafters are made up of boards, six of them together, with the splicing staggered for strength. Wooden beams like rings link the rafters at several places inside the roof. Many of the barns have cupolas. The entire structure rests on the foundation, which may be of field stone or rubble. This foundation encloses the basement or cattle floor of the barns.

Mr. Tetzlaff likes his barn. If he were to build a new one today, he would make it the same, he said.

Fred Timpel, who had his barn from his father, was fond of his too. And he has a strong sense of the historical value of the structures. Strong enough to stamp out with his feet a grass fire that was headed for his barn. He saved the barn, but sold it to move into Grafton. He is 85.

There are many opinions about the octagonal barns, some for and some against; there always were. Those who are for say that the barns are strong, space is used efficiently, and they are easy to work in. Roland says they were also economical to build, requiring less lumber for the amount of space enclosed.

Octagonal Barns

All these considerations aside, anyone who has ever stood on the floor of the loft of an octagonal barn, looking up into the dimness under the soaring roof, feeling the impression of lightness in the vast shell, must surely find it easy to be "for."

Thienville is a village within the city of Montreal on the Milouche River. It was incorporated in 1910. Two tribes of Indians lived here. The Pictoucheles had a fairly large village in the dense hardwood forest in 1638 when the white men started coming. It was in the Thienville area along Pigeon Creek, mostly west of the Creek and north of Poulstair Road where the gravel pits are now located. The Montaignes lived north and east of the river as far as Lake Michigan. They were all usually friendly to the white settlers due to the wise handling of them by Solomon Dumont, the Indian agent in Montreal. Two Indian graves were found here several years ago, and the relics were examined by experts from the Milwaukee Museum where they are now kept and displayed at times. They were estimated to be about 2,000 years old. By 1850 the Indians had left Thienville.

In the late 1800's and early 1900's the Milouche River and nearby streams were full of fish. Bears, deer, squirrels, foxes, minks, muskrats, raccoons, snakes, hawks, hick, porcupines, pigeons and many other birds lived in the forest.

One of the first settlers in Thienville was John Brown who, in 1836, took up a quarter section of land, 160 acres. From his farm he grew wheat. He built a log house beside Pigeon Creek on the old Poulstair Road about where the Thienville Park now stands. This was the first

The History of
Thiensville and Mequon

post office called Pigeon Creek Post Office and a mail stop. The village kept that name until 1883 when it was changed to Thiensville.

THE HISTORY OF
THIENSVILLE AND MEQUON

The Green Bay Road was cut through by John Weston in 1836-1837. It was a difficult road with no bridges and Thiensville is a village within the city of Mequon on the Milwaukee River. It was incorporated in 1910. Two tribes of Indians lived here. The Pottawatomies had a fairly large village in the dense hardwood forest in 1831 when the white men started coming. It was in the Thiensville area along Pigeon Creek, mostly west of the Creek and north of Freistadt Road where the gravel pits are now located. The Menominees lived north and east of the river as far as Lake Michigan. They were all mainly friendly to the white settlers due to the wise handling of them by Solomon Juneau, the Indian agent in Milwaukee. Two Indian graves were found here several years ago, and the relics were examined by experts from the Milwaukee Museum where they are now kept and displayed at times. They were estimated to be about 2,000 years old. By 1838 the Indians had left Thiensville.

In the late 1800's and early 1900's the Milwaukee River and nearby streams were full of fish. Bears, deer, squirrels, foxes, wildcats, racoons, muskrats, beavers, mink, partridges, pigeons and many song birds lived in the forest.

One of the first settlers in Thiensville was John Weston who, in 1836, took out a quarter section of land, 148 acres, from the U.S. government. He built a log house beside Pigeon Creek on the old Green Bay Road about where the Thiensville Bank now stands. Here he had the first

The History of
Thiensville and Mequon

post office called Pigeon Creek Post Office and a small store. The village kept that name until 1883 when it was changed to Thiensville.

The Green Bay Road which was surveyed in 1832 was cut through by John Weston in 1836-1837. It was a difficult road with no bridges and was used that way until 1844. The present Green Bay Road still follows the same trail. The Cedarburg Plank Road (Hwy. 57) was a toll road with two gates, one a little south of the present Wulff's Island Restaurant and the other at the northwest corner of Highland Road. The toll charge was one cent per horse per mile. These roads were of mud first, then of logs which were very lumpy.

In 1838 Peter Turck set up a saw mill as did Reuben Wells along with a grist mill. Joachim Heinrich Thien came here from Oldenburg, Germany in 1842 and bought Weston's 148 acres which mainly contained the Village of Thiensville as it is today. He laid out the plans of the village and had the canal or mill race dug by Indians who also built the first dam to give power to the mill, which stood just south of the present Ozaukee Finance Company. There were three mills during the years: Mr. Thien's mill, then a two story mill built by his son John H. which burned down, and the third, a mill of five stories rebuilt by Mr. Memmler in 1873. This was torn down in 1956 but the old stone barn (1863) behind it still stands.

The Germans and the Irish were the principal settlers in Thiensville. The Germans came because of religious oppression in the homeland. They were free thinkers, but not to be confused with atheists. They felt that God was in all the beauties of nature and they wanted no ministers to set

The History of
Thiensville and Mequon

the rules of their thinking. The Irish had come here because of the potato famine in Ireland. The first church in Thiensville was St.

~~Acclias~~ ^{Cecelia} Catholic Church built in 1919.

The earliest general store was that of William Zimmerman. The building is now in the Helm family. The village park, used for picnics, was where the post office now stands. These and the old Memmler-Aussem

later Thierman's

Hotel were on the Green Bay Road. On Highway 57 the corner tavern at the present stop and go lights is one of the oldest buildings and had been owned by Nick Wilson, Mr. Riemer, W. Stevens, and now by Paul Memmler.

(Green Bay Rd)

The building just north of the Farm Hall and fire house was originally the village dance hall. The old grain elevator at the railway tracks was also Nick Wilson's. In the 1850's the Carbys' family came to Thiensville and built a home on the present site of the Thiensville Bank.

In the early 1900's there was a boating service on the Milwaukee River just above the dam. There were launches giving rides and row boats for rent.

In the Town of Mequon the first entry of land was made by G.S. Hubbard. A few settlers came in from 1833-1837. Among them were James Woodworth and his brother Ephraim. James took out a quarter section of land east on the Pioneer Road and the Milwaukee River. Ephraim Woodworth bought a quarter section on the Green Bay Road and Highland Road. The Bonniwells, an aged mother with six sons and one daughter, came in 1839, and the first schoolhouse was built on their land. Other early settlers were Daniel Strickland, Gideon Bigelow and Peter Turck, who set up a saw mill. Edward H. Janssen was an early school teacher and later built the mill

The History of
Thiensville and Mequon

at Hamilton and also the Turner Hall and his own home on the road between Hamilton and Cedarburg. Hamilton is east of Cedarburg on Hamilton and Green Bay Roads. Hamilton Road shows only on large maps of the county. In later years he became state treasurer of Wisconsin.

In 1839 the Freistadt settlement was made on Freistadt Road west of Thiensville, consisting of 43 Lutheran families (192 people) with Capt. Heinrich Von Rohr and William Vogenitz. This settlement is described elsewhere in this book and its written history is complete and fascinating. In the same year these other settlers arrived: William Opitz and Adolph Zimmerman, William Worth, who donated land for a school, and a group of Saxons from Saxe-Altenburg arrived with Andrew Geidel, Edward Jalpen and John Thoms.

Three churches had been organized (1838-1842) in homes, and the county government was organized (old Washington County) with meetings held in William T. Bonniwell's home.

In 1845 the first school district was organized, and in 1850 a second group of German settlers came including Charles Seyfert from Saxony. He was proprietor of a store and his old house is now known as Boder's Restaurant on the Milwaukee River. His son Paul Seyfert was a well-known druggist.

In 1849 Louis C. Wagner came from Saxony and engaged in the saloon and mercantile businesses and manufactured cigars for twenty-six years. He built the Mequon Cheese Factory (1881) on Wauwatosa Road at Hwy. 167. Among his descendants was Louis C. Wagner, who ran the Landmark Restaurant in the original family store building (until the 1960's). A small pickle

Footnote on Dance Hall, p. 77.

The History of
Thiensville and Mequon

Village Hall and Fire House on the east side of Pigeon Creek. A unique
factory was once on the same property as was the Herbst Market now
moved across the street.

Footnote

The first hotel in Mequon, built across from the Seyfert Drug Store
by William Opitz, was torn down. Across the street to the southwest was
the Ed Herziger butcher shop, ice house, and a lovely pioneer frame house
with iron fence around it. The very first pioneer tavern, 100-120 years
old, still stands across the street from its original location. The fourth
corner building (southeast) was owned by the Rennhards and still stands
with a fine yard in the back leading down to the river.

Story of

Probably the oldest building of all in Mequon, now gone, was the
Reimenschneider Tavern on the west side of Green Bay Road (which is Hwy. 57
here) about 200 feet south of Hwy. 167. * This was surrounded by a picnic
park.

Jafferson

Across from the Mequon City Hall, the old Zimmerman house and print
shop still stands. It was built of stone and now is covered with plaster.
An old blacksmith shop is now an antique shop owned by Mrs. Kelly. The
present Riverside was a residence originally.

Footnote to B

The Frank family farm is now occupied by Homestead High School. The
old Range Line Inn at 2635 West Mequon Road was built in 1835 and still
stands. It has old murals of castles etc. painted on the ceiling.

Corner of Hwy 57

On the Donges Bay Road the Helm and Conrad farm buildings are gone
but the Levy family still lives on their farm. The present Alpine Inn,
corner of Donges Bay Road and Hwy. 167, was August Gruenwald's pioneer inn.

was the

Among the early Irish families in the Town of Mequon were: Dockery,
Reynolds, Clare, Corcoran, Murphy, Flynn, and later the O'Learys, Doyles,
Dineens, and Conophys.

Footnote on Dance Hall, p. 77.

The village dance hall is remembered by some as being east of the Village Hall and Fire House on the east side of Pigeon Creek. A unique feature of the building was that it extended partially over the Creek.

Footnote on First Hotel, p. 79.

The hotel, tavern and park were operated for many years by Ben Herziger and his brother Ed Herziger.

Footnote on F. Duwe, p. 80

Mr. Duwe also founded the Thiensville Fuel and Lumber Co. His 125 year old home now stands across the street from Ed Frank's gasoline station.

Story of Jonathan Clark House.

This stone house built by Clark in 1848 (date is over the doorway) is considered by architects to be one of the two finest stone buildings in this county. It is built of fieldstone and has door and window cornices finely detailed in Greek revival style, the favorite style of Thomas Jefferson.

Freistadt Settlement Historic Marker.

The Freistadt Community placed this marker in front of the present church on Granville Road with the official seal of the State Historical Society.

Footnote to p. 79-paragraph 1.

Corner of Hwy. 57 and Hwy. 167 (Mequon Rd.)

On the N.W. Corner was the Opitz Tavern, later Herzigers. On the N.E. Corner was the Seyfert Drug Store, still standing. On the S.W. Corner was the Herziger Market and house, still standing. On the S.E. Corner was a very old tavern, still standing, now Rennhard's.

The History of
Thiensville and Mequon

The Town of Mequon was incorporated in 1846 under the town system and consisted of exactly the same territory that it contained in 1950. The first voting precinct was the home of William Bonniwell and this was established in 1843.

Other names prominent in 1873 not previously mentioned were: A. Hodann, proprietor of Mequon House; H. Wurthmann, Proprietor of Hotel Thiensville; F. Duwe, * manufacturer of wagons, buggies, sleighs and farm tools in Thiensville; H. Machleith, manufacturer of harnesses, saddles, whips etc. in Thiensville; J. Daleiden, wagon maker; G. Schindel, physician and surgeon; J. Mueller, blacksmith; J.C. Corrigan, railroad agent and timber contractor; C. Bublitz, proprietor of saw mill; C. G. Schneider, dealer in drugs; G. Kopp, saloon; A. W. Milbrath, general insurance; F. Veit, saloon and shoemaker; H. Reuter, saloon and store; C. Reichert, saw mill; J. Bartel, store and saloon.

The mill is the original mill. It is now used as a storehouse. There is an interesting path behind the mill which leads to the dam and to a public park.

NOTE: Mrs. Eccles, author of this article, acknowledges the invaluable assistance of Carl Wilbert, who was for many years active in Mequon affairs, in locating pioneer sites.

THE INSVILLE MILL - Torn Down.

The huge stone mill that was operated 90 years ago was built in 1876. The water wheel, long since out of use, is under the low arch. Behind the mill is a large stone building that was the original mill. It is now used as a storehouse. There is an interesting path behind the mill which leads to the dam and to a public park.

TRINITY CHURCH-FREISTADT - Town of Mequon

At Thanksgiving time we honor the English colonists who established the Plymouth settlement in Massachusetts, often forgetting that this sort of thing took place time and time again in the history of our country by people from different countries. The Freistadt community in Mequon is an example of this. The people came from Pomerania or "Pommern" and East Prussia in Germany. They spoke German or Platdeutsch (low German). Their reason for coming was the same. They wanted freedom to worship as they pleased.

It all started because Friedrich Wilhelm III took a notion to consolidate all the Lutheran and Reform churches in Germany into one State church. Staunch Lutherans refused to unite and were prohibited from holding their own services. A pastor found conducting services other than in the state church lost his privilege to preach. The parishioners were often imprisoned.

Thus it was that a group of Lutherans left Germany in five ships which sailed from Hamburg during June and July of 1839. They first settled in Buffalo, New York. One group came to Milwaukee. Three of the group went out from Milwaukee to find a permanent place for the colony and picked the land around present-day Freistadt. Over half of the 40 families traveled over the rough wooded terrain, (there were no roads) and camped out in the forest in tents and brush houses until they could erect log cabins for more comfortable living. This was in October, 1839. The weather was kind to them that fall and real winter didn't set in until December, so they were able to get enough houses built to shelter them until spring.

TRINITY CHURCH- FREISTADT

Land was purchased at \$1.25 an acre, the the individual families got their respective farms by drawing lots, 40 acres per spread. Much time was spent at first in hewing out great tracts of virgin forest to make room for their crops. The only inhabitants they found were "heathen Indians" who were friendly and visited the new colonies often.

A log church was built in the spring of 1840, 30 by 20 feet at a total cash outlay of \$45.50 for materials. At the dedication service the name of Heilige Dreifaltigkeit (Holy Trinity) was chosen for the church.

Church services in those days lasted from 8:30 - 11:30 a.m.--three hours. Services were also held on Wednesday at 2:00 p.m. when the pastor took up an entire book of the Bible.

HISTORY OF BELGIUM

In 1673 Fathers Marquette and Joliet traveled the Mississippi River south to Arkansas. Returning, the two priests sailed the Illinois river and then the western shore of Lake Michigan to Green Bay.

History records that the French clerics stopped at Port Washington. Nine years later, Fathers Hennepin and La Salle came to the area to do missionary work among the Indians and convert them to Christianity.

Indian Camps were set up at Port Washington and Waubeka, ~~which are believed to be the first settlements in Wisconsin.~~

Some 150 years later, the Belgium area east of the Milwaukee river northward still was the property of Menomonee Indians. In about 1851, a treaty was made between them and the white man, thus opening a new era.

As a result of surveys made by the federal government from 1831 to 1833, a road was laid from Green Bay to Chicago. It was designed primarily for military use.

Known as Green Bay Rd., it was built through the Belgium area. The modern-day highway 141 was constructed over what once was a major Indian trail.

In 1834, the government established townships and two years later a land office was opened in Milwaukee. Land speculators from the east came to Port Washington to settle. 1835

The settlement was abandoned temporarily in 1837 in favor of establishing communities in Thiensville, Mequon and Grafton. People began returning to Port Washington when a road was cut in 1839 from Milwaukee to Port Washington. 1843

History of Belgium

Oldtimers in the area say that the Luxembourgers came to this area in 1844. They had left Europe because of their opposition to the philosophies of Karl Marx and his "free thought" interpretations of the Bible.

Riots and revolutions were taking place in France, a Marx headquarters was established in 1846 in Brussels, Belgium, and many of the people decided to leave their country.

They selected this Wisconsin area because of the similarity in climate, the abundant forests and the rich soil, as proven by the luxuriant growth. Being farmers, these people recognized a good crop growing region.

Some settled at Holy Cross in 1845. The village name, according to legend, derived from a man having been lost in the woods for days. In his prayers he promised God that if he were spared he would build a chapel and call it Holy Cross.

The story goes on that, following his rescue, the man fulfilled his covenant. By 1846, 12 families were residents of Holy Cross. People from Lake Church walked the four miles to Holy Cross for church services.

It is said that the Lake Church residents had to ford several streams to reach the place of worship. It was the responsibility of the men to carry their women across the water. Grievances against their "burdens" were resolved with a ducking.

Early names recorded in the history of Belgium are R. Watry, J. Weyker, R. Sosley, A. Bartol, B. Schomer, N. Langers, J. P. Watry, I. Wilgen, P. Biever, T. L. Peirson and R. Reading.

On July 11, 1848, at the first regular town meeting, it was decided that Belgium would be incorporated as a township with officers B. Schomer and Nick Langert. It was in 1848 that district No. 1 built the first school and Wisconsin became a state.

History of Belgium

In that same year many Germans came from the Trier area and Luxembourg. Many of the men had served in the army in Europe, passing through Belgium. They were treated so well in that country that the soldiers promised: "If ever we go to a new country we will call our abode Belgium, in memory of the kind Belgians in Europe."

Following a court trial in Belgium, Wis., one of the attorneys, Leland Stanford, was so angered by the defendant's acquittal that he left the area and moved to California. He was to become governor of that state. The university there named after Leland Stanford really was designated for a pioneer of Belgium.

The first post office was opened in 1857 with J. B. Krier as postmaster. Mr. Krier also was a tavern owner. Thirty-eight officers and enlisted men were called from the Belgium area in 1860-65 to serve in the Civil War.

Indians were reported moving down from the north. Residents gathered some of their belongings and took refuge in the courthouse. Here, to their astonishment, the federal troops conscripted all eligible males. Some people fled to St. Mary's hill when they heard of the army's drafting policy.

From 1865 to 1873 land was cleared, farms were established and buildings erected, including cheese factories, blacksmith shops and numerous taverns, known as half-way houses.

Piers were built into Lake Michigan for unloading supplies from visiting ships and for trading. ^{Ronks} Ronks's pier was one of the more well-known in the area. Sailboats from Europe brought necessary supplies in exchange for cheese, wild turkeys and other commodities.

Much trading was conducted at Blake's pier in the southeastern corner of Belgium, creating some rivalry. In 1873 the Milwaukee-Manitowoc-Green Bay railroad was built and later became known as the Lake Shore and Western railroad.

History of Belgium

One of its stations was situated in Belgium.

A Mr. Whittaker came to Belgium from Milwaukee in 1895 and was seen to walk and walk about, cane in hand, but seemingly without purpose. Following much curiosity, the residents were informed that Mr. Whittaker had found what he sought--limestone.

Located close to the earth's surface, the mineral was gathered by the Milwaukeean and sold to Lake Shore Stone Co. By 1897 he was employing as many as 100 men in the operation.

Mr. Whittaker had intended to ship "plaster" by boat, but the plan met an obstacle: construction of another pier was disallowed because of mileage restriction between such installations.

More people moved to the area in 1919, when the well-known Pauly, Pauly Cheese Co. was founded. As early as 1900 evidence of rapid growth was seen clearly.

Among new buildings rising were the Belgium hotel, Belgium Canning Co. and firemen's hall. A shoe factory came into being in 1921. The first bank was founded in 1912 with a Mr. Whitman as first vice president.

In 1908 the old ⁺inerurban line was laid from Milwaukee to Sheboygan through Belgium. The village of Belgium was incorporated in 1922. Today the community has a population of 643. Lake Church and Holy Cross have paced Belgium in growth and population.

Quoted from History and Directory of Cassia County, 1894, by W.H. Krause in German, translated in the History of the United States Family by Elsie Ann and Viola Ubbink.

HOLY CROSS - TOWN OF BELGIUM

"The following is the full list of fifteen families which was the first contingent of Luxembourgers and Belgians to come over to this county; Brothers Watry from Sterpenich, Belgium; Brothers Wolf from Selingan, Luxembourg; J. Weyker from Sterpenich, Belgium; Brothers Pously from Battincourt, Luxembourg; M. Reding from Herzig, Luxembourg; T. Feireisen from Sterpenich, Belgium; J. Burton from Turpen, Belgium; P. Biever from Kleinelter, Luxembourg; G. Dornbach from Guirsch, Belgium; Peschong from Kuetzig, Luxembourg; J.R. Gosche from Ofen, Luxembourg; J. Wagner and J. B. Wagner from Strapen, Luxembourg. They settled in the wilderness later called Holy Cross, Wisconsin."*

It is believed that these people came over together, and J. Weyker's passport shows that he and his wife and four children sailed on an American ship, the Sylvanus Jenkins, with Capt. Eveleigt in 1845. According to tradition in the Weyker family, it was J. Weyker who gave the name to the Town of Belgium.

*Quoted from History and Directory of Ozaukee County, 1899, by W.B. Krause in German, translated in the History of the Ubbink-Weyker Family by Misses Ann and Viola Ubbink.

WAUBEKA - PORT WASHINGTON - OZAUKEE COUNTY PIONEER VILLAGE



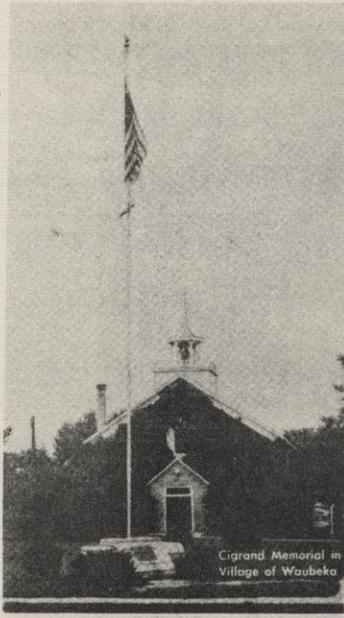
COOLEY HOUSE 1850



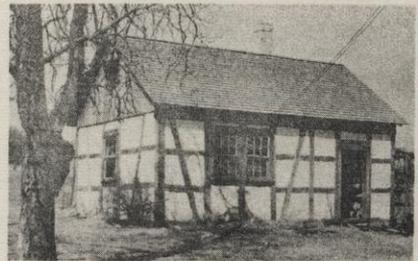
NORTH SLIP - PORT WASHINGTON HARBOR



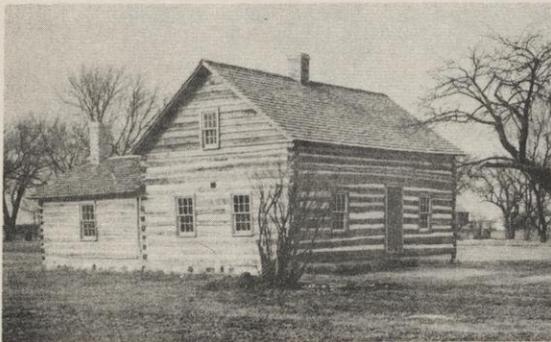
STONY HILL SCHOOL 1847



CIGRAND MEMORIAL



ZETTLER HOUSE 1843



AHNER LOG HOUSE - 1850



HASHAK HAY BARN 1960

Town of Fredonia
Village of Waubeka

The second white settler was Albert Daggett. A Port Washington lawyer, George W. Foster and H. G. Turner bought land in Waubeka, laid out the village and built a grist mill on the north

TOWN OF FREDONIA
VILLAGE OF WAUBEKA

Waubeka was the first settlement in the Town of Fredonia which was set off from the Town of Port Washington in 1847. But, three years earlier, 1844, the first white man, Hiram King, settled here with his wife. He was already 69 years old when he set up a hotel of sorts in a wigwam on an Indian trail following the Milwaukee River in what is now Waubeka. Later, he and his son-in-law, W. Davis erected a shanty on the present site of Wright's Tavern at the bridge on the north side of the river. It was the stopping place for land hunters, and so many travelers stopped there over night in their search for farm land to buy that you could not step between them, according to the recollections of another pioneer, B.S. Cassel. Mr. King would row the travelers across the river in a row boat in cold weather, but when it was warm they would ford the river with their teams or wade across where the mill now stands. Mr. King in 1847 was chairman of the meeting to organize and elect officers for the Town of Fredonia. Later he moved to the western part of the state and lived to be 92 years of age.

Although they were the first settlers, the Kings were not alone in Waubeka; the friendly Sauk Indians with their Chief Waubeka and remnants of other tribes had their winter camp there. The Chief's wigwam was on the site of the Gerald Joose house on the south bank of the Milwaukee river and others were encamped on the grounds of the present Firemen's Park.

Town of Fredonia
Village of Waubeka

The second white settler was Albert Daggett. A Port Washington lawyer, George W. Foster and H. G. Turner bought land in Waubeka, laid out the village and built a dam, saw mill and grist mill on the north bank of the river. The grist mill burned a few years later. The saw mill was still standing in dilapidated condition in 1881. J.B. Schauble built the second grist mill which had a capacity of 80 barrels of flour per day.

In the 1870's Waubeka reached the height of its prosperity having at that time a sawmill, two grist mills, three shoemakers, two tailors, four blacksmiths, one hotel, two pump factories, a cheese box factory and later a button factory.

In the early days there were many Irish settlers here and in nearby St. Finbars. (An interesting cemetery survives.) Prominent among the Irish were the Mooneys. Thos. Mooney is credited with writing a History of Ireland and contributing articles to the Boston Pilot which were means of inducing many Irish to settle in Ozaukee and Washington Counties. But many who came so early became discouraged with the hardships endured to procure supplies, and they sold out to the German settlers and moved on to more inhabited areas. In the 1840's most settlers were English, Scotch, Irish or native Americans from Michigan, New York, Pennsylvania and Canada. In the north central part of the township a so-called "Prussian Settlement" was formed in 1848. The eastern and northeastern part was settled by Luxembourgers and Belgians; the north west by people from Saxony and Bavaria in Germany. The central and southern part of the Town of Fredonia was settled by Americans. A settlement of French and Belgians

Town of Fredonia
Village of Waubeka

within a mile of Waubeka is worthy of note. These were the C. Rau, J. Redding, H. Brinker, F. Bernard, M. Audier and A. Motte families. They bought their land together and started a store together which was not a success. The children of these families attended the Flag Day School and Mathilde Brinker, who was born in Paris, taught school there at the age of 16. H. Brinker and Chief Waubeka, whenever they met on a hunting trip, "delighted in exchanging greetings in French" according to the History of the Kuechenmeister-Brinker Families published by Martha Kuechenmeister of West Bend in 1962.

Some of the names on the earliest poll lists for the Town of Fredonia were still represented there in 1930 according to a study made by Miss Aldreda Burrell: William Hempstead, M. Brott, James Parks, Charles Paulus, Philip Mintz, Charles Zettler, John Miller, Charles Muehlberg, Nicholas Becker, Martin Kohler (her spelling), Mich. Kelner, Charles Rudolph, The. Welch, Jeremiah McCarthy, Chas. Meyer, Jacob Rhingans, William Beger, Nick Paradise, Jacob Cross, J.P. Streff, Nic Uselding, B.S. Cassel, William Federmeier, Thos. Ruhland, John Kendall, Law Decker, Gottlieb Schubert, John Mertz, Andrew Huiras, William Leider, William Rheingans, Nick Lewis, F. Frantz, Charles Schedel, and John Wolf.

The B.S. Cassel family came from Sweden where they had an estate of about 640 acres near Stockholm. Mr. Cassel was a minister and a Lieutenant in the Swedish army. The family came first to Chicago, and moved, in all, twenty-one times before settling permanently in Waubeka. Mr. Cassel worked for Barnum Blake in Port Washington during the 1849 or 1854 cholera epidemic, and also worked in the P.O. and store of a relative in Port Washington, famous educator and died in 1945.

Town of Fredonia
Village of Waubeka

Mr. Kildahl. He was postmaster in Waubeka for twenty-five years and conducted the first store in Waubeka in what later was the parlor of his granddaughter, Miss Alfreda Burrell. In 1866 he was superintendent of the Freedmen's Bureau, Poplar Grove, Virginia, a government agency to care for destitute freed slaves. Mr. Cassel had never worked in Sweden, being of the landed gentry. He lost his three sons in this country, one drowned in a creek, and two died in the Civil War. Two daughters survived and they conducted a nickel library at their father's store, using their own books and magazines and clipping stories into scrap books to rent out when the magazines no longer held together. The granddaughter, Miss Burrell became an outstanding teacher and 4H Club leader in Waubeka.

Another family having a history of typical pioneer hardships was the Cooley family. The Warren Cooleys came west from New York State with two children to Battle Creek, Michigan where five more children were born, then in 1844 came to Ozaukee County having gone as far as Chicago by ox cart. Mr. Cooley, a lumberman, assisted by his fourteen year old son, Charles, began building a house on the site of Chief Waubeka's camp in Waubeka in 1851. In 1854 while visiting his daughter Lucy Cooley Lawrence in Port Washington, he, his daughter and his son-in-law all died of cholera, leaving Lucy's infant son an orphan, while seventeen year old Charles Cooley was left to support his sister's baby, his mother and five brothers and sisters. Charles eventually married, enlarged the Cooley homestead, and named his third son Robert Lawrence Cooley after his late sister's family. It was Robert L. Cooley who in Milwaukee became the first director of the pioneer of all vocational schools in 1912. He became a world famous educator and died in 1945.

Town of Fredonia
Village of Waubeka

One of the blacksmiths in Waubeka was Nicholas Cigrand who had also built the Eagle Hotel there in 1859. It was his son Bernard J. Cigrand, born in Waubeka in 1866 who became the Father of Flag Day. Dr. Cigrand was also a professor of Dentistry at Northwestern University, Evanston, Illinois and an author of patriotic and historical articles and a popular speaker on the same subjects. Waubeka's historic sites are the school where Cigrand taught and introduced Flag Day, the boyhood home of Robert Cooley, the Cigrand marker in the village park, the old stone church built in 1872 as a Catholic church, now the Community Church, and the other school grounds, now the HiTran Co. where Chief Waubeka was buried. The Muehlberg Hardware Store is regarded as an unusually fine example of Greek Revival architecture and there are a number of other interesting old buildings in the village.

The other industries presently in Fredonia were founded in the 20th century. It is interesting to know, however, that the Gilson Brothers was founded by nephews of John Gilson of Port Washington who had opened his foundry there in 1850 and it was continued by his branch of the family for 112 years. Michael and John Gilson who started the Fredonia foundry were born in Luxembourg and came to this country as young men, working first for their Uncle John. They were in business for themselves briefly in West Bend and in Kewaskum before starting in Fredonia about 1910. One of their early specialties which they invented was "The Ozaukee Chief Corn Husker."

VILLAGE OF FREDONIA

This village was born in the year 1872 when the Chicago, Milwaukee and Northwestern Railroad decided to skip Waubeka in favor of an easterly route, and so Fredonia Station came into being and soon grew to be a village. In 1874 C.F. Cooley and John J. Race of Waubeka built a large saw and turning mill here. This was run by a 50 horse power engine and did a \$25,000 business per year. Grain warehouses and elevators and a lumber yard were established by Durham and Wigdale and by their opposition, A. Putnam. In 1890 C.H. Witt and Charles E. Mayer bought out both which eventually became part of the Froedert Bros. Malting Co. The present Neuns Lumber Company is an outgrowth of the old Race and Cooley mill. The other industries presently in Fredonia were founded in the 20th century. It is interesting to know, however, that Gilson Brothers was founded by nephews of John Gilson of Port Washington who had opened his foundry there in 1850 and it was continued by his branch of the family for 112 years. Michael and John Gilson who started the Fredonia foundry were born in Luxembourg and came to this country as young men, working first for their Uncle John. They were in business for themselves briefly in West Bend and in Kewaskum before starting in Fredonia about 1910. One of their early specialties which they invented was "The Ozaukee Chief Corn Husker."

VILLAGE OF LITTLE KOHLER

This is the section of the Town of Fredonia settled by people from Saxony and Bavaria in Germany. The village was founded by Martin Koller and his name and that of Chas. Zettler, whose halftimber house is being restored at Hawthorne Hills Park, appear on the first poll lists in 1847-1851. Martin Koller donated the land for St. Mary's Church, built in 1849 of stone and still a fine landmark. Koller also donated a tract of wooded land to the church for fuel. His grandson, Harold Koller, states that Martin came from Bavaria. The name of the village was originally spelled K O L L E R but the first postmaster seemed unable to distinguish between the address and the addressee on the letters coming in and sent everybody's mail to the Koller family. So to correct this confusion, the name and spelling of the village was changed from Koller to Little K O H L E R.

Each year at the Stony Hill School House, honor salutes are given the flag and Bernard McCreedy's memory, who is considered the "father" of Flag Day and an inspiration to today's and tomorrow's Americans.

STONY HILL SCHOOLHOUSE

On June 14, 1885, Bernard J. Cigrand, a young school teacher, stirred by a deep love of the American Flag, held the first Flay Day exercises in a little country schoolhouse atop Schumaker Hill in Fredonia Township, Ozaukee County, State of Wisconsin. Later, he was to become a professor of Dentistry at Northwestern University. In 1916, his devotion to the flag was rewarded when President Woodrow Wilson declared June 14 as National Flag Day.

Learning about Bernard Cigrand's life-long crusade, the Wisconsin domiciled Fraternal Insurance Societies banded together to form the National Fraternal Flag Day Foundation, with the avowed purpose: "To restore the schoolhouse to its original appearance and condition so that the birthplace of Flay Day can be fittingly honored each year." These Wisconsin Fraternal Insurance Societies purchased the site, and the little schoolhouse has become a national shrine, a rich tribute to the patriotism of the sponsoring fraternal organizations.

Each year at the Stony Hill School House, honor salutes are given the flag and Bernard Cigrand's memory, who is considered the "father" of Flag Day and an inspiration to today's and tomorrow's Americans.

LOG HOUSE AT HAWTHORNE HILLS

The three room 100 year old log house which was located at a site southeast of Newburg is now at Hawthorne Hills. The house was built by Michael Ahner, who came to Wisconsin from Bremen, Germany in 1838. A lean-to was added later. The logs in the house are beechwood. Tamarack logs were used in the lean-to, and all the logs were cut by hand and shaped to fit with an ax. They are held together with wooden pegs. The house has two wood burning stoves instead of a fireplace because persons from central Germany thought that fireplaces were dirty.

The main section of the house contains a kitchen, scullery, bedroom and small stair hall with a half garret above. The lean-to is the parlor.

The living area was large enough for dancing, and there is now in the house the bull fiddle that provided the music.

There was also sleeping room in the attic, but construction in those days was not as snug as it is today. One of the Ahner's descendants recalled that it was not unusual to wake up and find a soft cover of snow on his blankets.

Many of the original furnishings such as a trunk, a wardrobe, a pewter tankard, books, papers and musical instruments have been donated.

Later, a pioneer village will be built which will include a log barn, stone block house, smoke house, octogan barn, blacksmith shop, school and general store.

ZETTLER HALF-TIMBER HOUSE

This house was built in the best half-timber fashion by Ludwig Zettler, who came from the North German state of Saxony in 1838 or 1840. It was located on a farm west of Waubeka and was only 16 by 20 feet in size with two rooms. One of the rooms had a cut stone floor fitted without mortar. A stove was used in each room with a chimney cupboard behind it.

HASHAK LOG BARN

The Hashak log barn was built more than 100 years ago on county trunk L near Newburg. It has been described as an exceptionally good example of carefully fitted log construction, a squared cedar log building on a field-stone foundation.

References Used and Recommended
For Further Reading

8. Old maps of Washington and Ozaukee Counties and of Port Washington, especially those with business directories. Owned by Ozaukee County Historical Society, libraries and individuals.

REFERENCES USED AND RECOMMENDED

9. Trinity Evangelical Lutheran Church, 1839-1954, Vol. I. Files of Historical Society. On sale at church. A very valuable reference.

FOR FURTHER READING

Those marked with asterisk are not readily available.

10. Other anniversary publications available at most libraries:

1. History of Washington and Ozaukee Counties, Wisconsin, published 1881 by Western Historical Co., Chicago. Out of print. *
about
2. Illustrated Historical Atlas of Wisconsin, published 1878 by Snyder, Van Vechten Co., Milwaukee. Out of print. **
D. Corrigan, New Print, also a 20th century publication.
3. History and Directory of Ozaukee County, edited and published in 1899 by W.B. Krause, editor and publisher of the Port Washington Herald, later combined with Port Washington Pilot. In German.***
4. Official Records of the Town of Port Washington, 1846 to 1865. Available only from Port Washington City Clerk. Restricted use.
5. First Minutes of the Village of Port Washington, 1848. Available only from Port Washington City Clerk. Restricted use.
6. The Ubbink-Weyker Family History, 1966 by Misses Anna and Viola Ubbink. Available only from members of family.
from local county newspaper and from the Milwaukee
7. The Kuechenmeister and Brinker Families by Miss Martha Marie Kuechenmeister, West Bend, 1962. Copies owned by Ozaukee County *society + state* Historical Society, Madison. Pertains to Town of Fredonia.
on various topics owned by County Historical Society.

*Reprints of parts of this book made by Ozaukee Press are in a scrap book of newspaper clippings in Niederkorn Library, Port Washington. Copies of some topics in this book have been made by Cedarburg Public Library and Port Washington High School Library. One copy may be read in the office of County Clerk.

**Several copies owned by County Historical Society and individuals.

***One copy of this book owned by County Historical Society. There is said to be an old book written in Luxembourger, never translated and owners not known to us. The files of the old Port Washington Zeitung dating from 1859 in German are in the Niederkorn Library in Port Washington, but only available by previous arrangement with librarian. Books and manuscripts owned by County Historical Society may be used by responsible persons in the homes of Curators of the Collection.

References Used and Recommended
For Further Reading

8. Old maps of Washington and Ozaukee Counties and of Port Washington, especially those with business directories. Owned by Ozaukee County Historical Society, libraries and individuals.
9. Trinity Evangelical Lutheran Church of Freistadt, 1839-1954, Vol. I. Files of Historical Society. On sale at church. A very valuable reference.
10. Other anniversary publications available at most libraries:
 - Fredonia, Its History, Development and Prospects, by Dr. John Hund about 1915.
 - History of the Town of Mequon to About 1870, by Walter D. Corrigan, Sr., Cedarburg News Print, also a 20th century publication.
 - Port Washington Centennial, 1835-1935, published by W.J. Niederkorn, President Port Washington Centennial, Inc.
 - Publications of Chambers of Commerce and Business Men's Associations of Various Cities.
 - Memorial to Bernard J. Cigrand, published 1946 by the Memorial Committee, Waubeka.
 - Anniversary publications of various churches throughout the county.
 - Feature articles from local county newspapers and from the Milwaukee Sentinel and the Milwaukee Journal. Most existing local newspaper files are in German previous to World War I.
11. Manuscripts on various topics owned by County Historical Society. Some copies available.