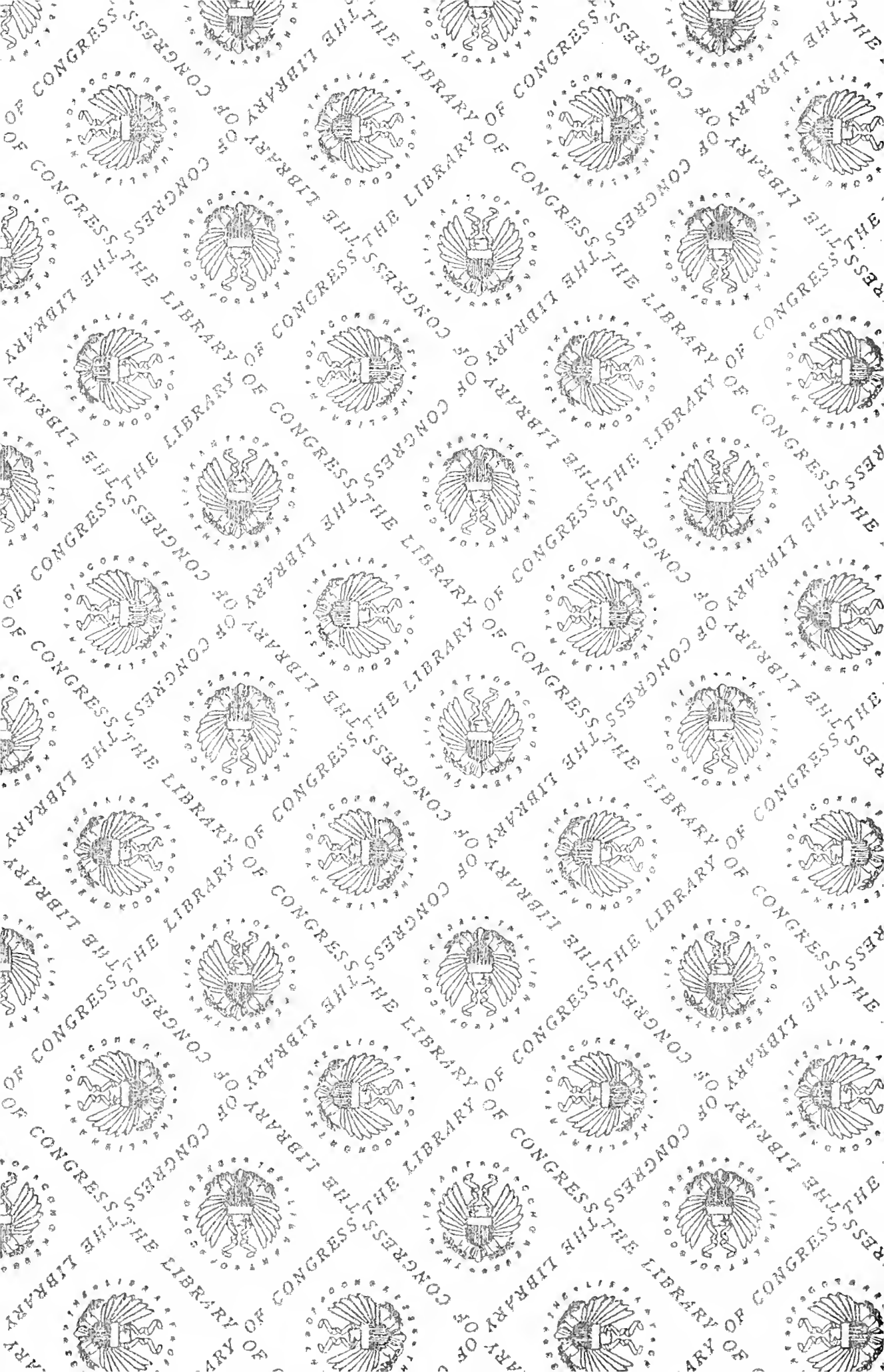
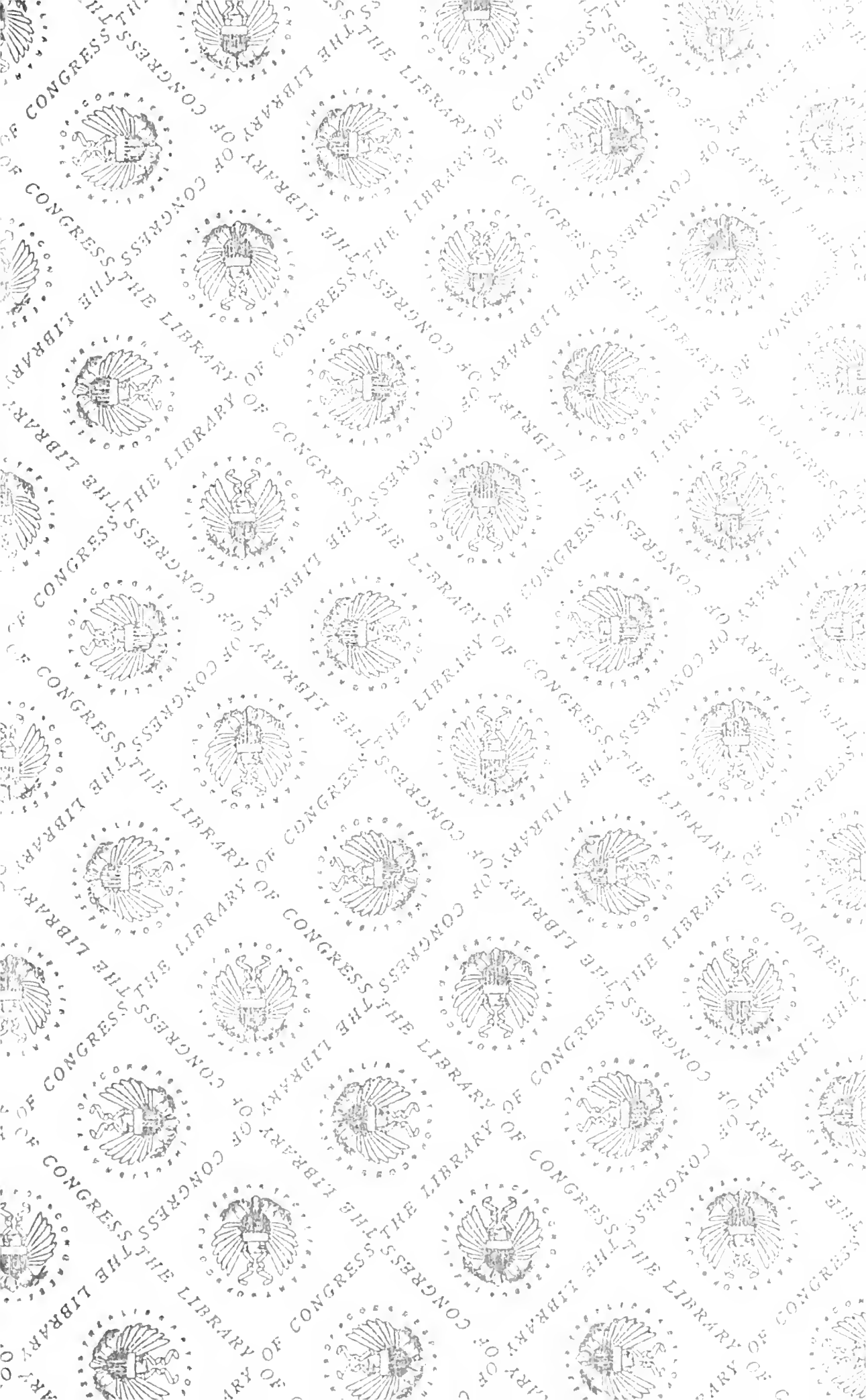


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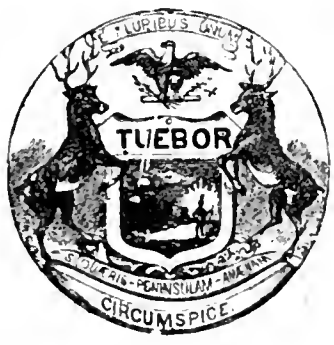
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CENTENNIAL

HISTORY

— OF —

Menominee County, *Wis. etc.*



BY ✓

Hon. E. S. INGALLS,

MENOMINEE:
HERALD POWER PRESSES, MAIN STREET
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P R E F A C E.

The Congress of the United States having recommended that short sketches of the history of the various counties in the several States be prepared and read on the occasion of the celebration of the anniversary of our Independence on this our Centennial year, and that afterwards a copy of the same, either written or printed, be filed with the Librarian of Congress, a copy with the Librarian of the State in which the county is located, and a copy with the clerk of the county; and the Governor of Michigan having joined in this request in behalf of our own State—and many prominent citizens having urged the work upon me, as I am an old settler I have undertaken to prepare a historical sketch of Menominee County. Mr. Charles McLeod is now the oldest living white settler in the county, and I am indebted to him for many of the facts recorded in this sketch. I have given other facts as related to me by the late John G. Kittson, Esq., who was also an old settler. I have also referred for data to a small pamphlet published in 1871 by Lewis S. Patrick, and entitled "Sketches of the Menominee River." I am satisfied that the statements contained in this pamphlet are substantially correct, for I was often applied to during its preparation for information previously obtained from older settlers, as well as for such incidents as had come within my own observation. I have endeavored to touch only upon salient points, and to present leading incidents in a succinct form. All the history since the summer of 1859 has been made within my own observation, but for facts occurring previous to that time, my authority is the statements of the settlers who were here when I came. It has been decided to insert the cards of the business men of Menom-

inee County, as in years to come these also become history, and no doubt if this volume has readers twenty-five or fifty years from now, they will be as much interested in the cards as in the other parts of the work, as we now are interested in men and events a quarter or a half century old. In writing a history of Menominee County, I am compelled, in order to make it complete, to include parts of the history of Marinette and Menekaunee, Oconto County, Wisconsin. These villages lying opposite, on the north and south shores of the Menominee river, are so interblended in their enterprises and interests, that a history of one necessarily includes much of the history of the other. In writing these few pages, I make no pretensions to literary merit; on the contrary, my desire is to present facts in a succinct form, so that they may be preserved, rather than to have them in flowery style. —[The Author.]

CHAPTER I.

HISTORIC SKETCH OF MENOMINEE COUNTY, MICH.

The history of a new country can reach back but a few years. The unwritten history, if known, would possess a greater interest than the written, and could the distant past unfold its record we would read a page of history beside which the times within the knowledge of man would seem tame and commonplace. It is so with Menominee County.

Could we go back to the days of pre-historic man, we would probably find history so full of tragic interest that it would seem like romance, and even if we had the history of the early Indian races who made this their homes for many generations, it would undoubtedly furnish us much more of incident than we can obtain since the white man first paddled his canoe, or pushed his batteaux into the mouth of the Menominee.

We have no knowledge of the pre-historic man except what is gained from the mounds scattered through the country, and some remnant of streets and cities that have been exhumed, and occasionally fortifications, the remains of which furnish satisfactory evidence that the builders were of a race much more numerous and farther advanced in civilization than the races that succeeded them and were found here by the white men.

Abundant evidence that such a race once inhabited Menominee County is found in the mounds within its borders. But

these mounds are the beginning and the end of all the history we have of the pre-historic race.

When the first white man visited Green Bay the Menominee river was the home of the "Menominee Indians," then very numerous, and Menominee was their most populous locality. The abundance of fish running out of Green Bay into the river; the check they received in climbing the rapids two miles from the mouth; and the abundance of game in the woods around, enabled them to obtain a living very easily. Their favorable location, too, on the shores of the bay rich with fish, and at the mouth of the river whose branches enabled them to penetrate the vast regions to the north with their birch bark canoes—these advantages drew large numbers about the mouth of the Menominee. The peaceful character of the Menominees was early noted by the white traders, and although they were brave as a people, yet wars rarely arose between them and other tribes, and violence was seldom committed on those who visited them.— Tradition tells of but one battle within the limits of Menominee County, and that was between the Indians living near the mouth of the river and those living in the villages near White Rapids and Grand Rapids. The first were Menominees of course, but it is not certainly known whether their opponents belonged to the same tribe or were Chippewas, but the presumption is that they belonged to the latter tribe. The battle was fought near the house of Charles McLeod, and along the banks of the river near Burying Ground Point. The trouble occurred in this way:—

The Indians in the village near the mouth of the river, were living on the fat of the land, that is Sturgeon, which they caught in great abundance on the rapids. But an abundance was not enough, for Sturgeon is the special delight of the red man. The Chief, therefore, ordered dams of stones to be built across the river at the rapids, in order to prevent the fish from ascending the river. This caused great suffering at the upper villages, for the Indians there were largely dependant upon Sturgeon for their subsistence, so the Chief at Grand Rapids sent his son down to ask the potentate at the mouth of the river to tear away the obstructions, and let the finny monsters wend their way up the stream as usual, stating, at the same time, that his people were suffering for the need thereof. But to this most reasonable re-

quest the Chief turned a deaf ear, and sent the son back to his father with an insulting message. But Sturgeon his people must have or starve, and this fact, coupled with the insults heaped upon him by the Chief at the mouth of the river, aroused his fighting blood. Calling together his warriors and those from the tribes farther up the river, who were in a like condition, he prepared for war. With "Sturgeon" for a war cry, they set out down the river to punish the inhabitants of the village, that had wronged them by cutting off their supply of food. At early dawn the war whoop broke the stillness of the morning, and as its death telling echoes and re-echoes were wafted upon the morning breeze, it fell with terrible meaning upon the ears of the Menominees at the mouth of the river, and every warrior was quickly in arms and ready for fight, in a warfare that showed no quarter and sought no mercy. The battle was short and sharp. The squaws and children fled to the swamps or crossed the river for safety. The fight raged up and down the river bank and upon the island for two or three hours, when the village fell into the hands of its assailants, and the shore Chieftain was a captive in the hands of his enemies. He was made a victim of the most terrible torture that savage ingenuity could devise, which was ended only by death. The loss was great on either side but much more severe on the side of the down river tribe. The conquerors, foregoing farther bloodshed, tore away the obnoxious dams, and returned to their homes, followed up by the unsuspecting sturgeon, which were again caught in peace and plenty. The writer received this account from the late John G. Kittson, and he, in turn, obtained the traditions from the Indians living on the river when he came here. The tradition, as handed down, is much more full than is here given, but the object of this record is rather to preserve the fact of its existence than to make a story, and therefore much of the minutiae is omitted.

The Menominee Indians are fast fading away, and where there were thousands when the white men came, it is rare now to find one. When the writer came here, it was very common to see a village of wigwams at the rapids, the occupants busy catching and smoking a season's stock of the staff of life, *i. e.*, Sturgeon, as a supply of provisions to last until the deer were fat enough

to eat. It was also common to see fleets of bark canoes, loaded down with squaws and papposes, coasting along the shores of Green Bay. Nearly all of these now live on their Reservations at Keshena and Shawano. Many of them have become civilized and have good common schools and churches. A few yet remain around Menominee, but their days are numbered. Like the pines of their native forests they cannot withstand the effects of civilization, and the time is not far distant when there will not be an Indian left on the Menominee to cherish the memory, or even preserve the name of the peaceful tribe that once roamed over these hunting grounds, proud in the freedom of savage life.



CHAPTER II.

THE FIRST WHITE SETTLERS ON THE MENOMINEE.

Tradition says that the first white man on the Menominee was a negro; although old "Joe Bart," as he was called, a half breed, always claimed that honor. In support of the first claim, however, traditionary lore informs us that in early times, a negro Indian trader, accompanied by a Canadian voyageur in his employment, visited this shore many years before Chappee came here, and that both were killed at a place on the Peshtigo river, several miles above where the village of that name now stands. It is said he had previously traded with the Indians and given them credit, and that at the time he was killed, a party of Indians living at Sturgeon Bay, came across to trade with him: that he insisted on their paying up for goods for which he had previously trusted them before he began to trade with them again, which they consented to do. This took about all the furs and deerskins they had with them, and after he had got square with them he refused to trust them any more or to sell them anything for which they could not pay down. This arrangement did not suit the Indians. They thought the Trader had taken an unfair advantage of them and got their furs and peltries. They lost sight of the fact that they had many months before had their pay for them, and had had so many months enjoyment of the trader's

property, and thought they had been wronged because he had got his pay for the property they had previously bought of him. There are very many white men at the present day who reason just like them, but, unlike the white men, they had the remedy of their fancied wrongs in their own hands, which they immediately applied; that is, they lifted the hair of the negro and his companion, and confiscated his goods, and thus paid their debts and obtained a large supply of plunder at the same time. This is a tradition common among the early settlers. The only proof we have to support it is the fact that there is a place up the Peshtigo river called "Nigger's Hill," where, the tradition says, the unfortunate trader lost his wool. The reader may call this history or tradition, which he chooses, but in early times there were many who believed it, and there are some even now who believe he buried quite a sum of money in silver, which still lies there.

The first white man who came to Menominee to stay was Chappee, an Indian trader, who came here as an agent for the American Fur Company and established a post in 1796. At that time many thousand Indians visited the Menominee river every season, while at the north and about the headquarters of the river, and towards Lake Superior, the Chippewas had numerous villages which were accessible by birch canoes. There was an abundance of beaver, otter, mink, muskrat, martin and fishers, bear, deer, and less valuable game, throughout the country, and this post became an important trading point. Chappee was a French-Canadian voyageur, with sufficient education to keep what books were necessary for an Indian trading post, and was apparently the right man for the place. He was stirring and active, and had sufficient courage and nerve for any emergency that might arise. He had a large number of men, picked up from that class of Canadian voyageurs who preferred a life in the solitude of the forests to a home with civilization, and his post sometimes presented the appearance of a well garrisoned fort, and at other times he was left almost solitary and alone to defend it if hostile Indians approached. His post was solidly built of logs with palisades made of heavy timbers set in the ground around it. Some portions of the one near Chappee's Rapids were remaining when the writer of this came in the country in 1859.

A story is told illustrating his nerve in danger as well as the uncomfortable position an Indian trader is sometimes placed in when his post is far out on the frontier, away from civilized men. I state the story as it was related to me by the late John G. Kittson, several years before his death.

All of the white men belonging to the post had been sent away on various expeditions, leaving only Chappee and one white man. A band of Indians from a distance, who were none too friendly, came to the post, and before Chappee had discovered the character of his visitors they had come within the stockade and inside the building used for the store-room. At first they began peaceably to talk of trade, but soon got noisy and threatening, and it was not long before he became satisfied, from their actions, that the object of their visit was to rob him of his goods and probably to lift his scalp. To fight them was out of the question, for not only were they inside of the stockade, but were crowding around his small counter inside of the store building, and all of his reliable men were miles away and where he could not recall them. He tried by pleasant words to still the storm and avert the danger, without avail; they grew more and more threatening, and when, as he thought, the crisis had nearly approached, he rolled out a keg of gunpowder which was open at the end, and catching up a loaded pistol he cocked it and pointed it into the gunpowder, and with flashing eyes turned to their chief and told him that if every Indian was not out of the stockade in two minutes he would fire into the gunpowder, and send them and go with them into the happy hunting grounds. They knew by his tone and the flash of his eye that he meant business, and being suddenly impressed with the idea that discretion was the better part of valor, in less than two minutes not an Indian was to be seen inside the stockade. The best of the matter was that they became so favorably impressed with his bravery, they immediately made friends with him, and he got a good trade with them, and they always remained his friends, and often afterwards visited him, to his and the American Fur Company's great profit.

Chappee built his first trading post on the Wisconsin side of the Menominee river, near where Marinette's house now stands, and not far from where the railroad bridge reaches that bank of

the river. He carried on his trade with the Indians for many years, until dispossessed by Farnsworth & Brush, as will be hereafter stated. After being dispossessed of his property by them, he crossed the Menominee river and built a new trading post near the foot of "Chappee's Rapids"—which were named after him—about five miles up the river from the village of Menominee, where he remained trading with the Indians until he died; in 1852. He surrounded this post with palisades in the same manner as he did the first one, and some of these remained standing until after I came into the country. Chappee took to himself a squaw, with whom he lived, and raised children, as was the custom with the traders in those days, but to whom he was never married. Some of the descendants a few years ago were, and probably now are, living about the Peshtigo river, in Oconto County, Wisconsin.

The next permanent white settlers who came were William Farnsworth and Charles Brush, who came the same season, and operated together after their arrival. They arrived in 1822. They were stirring, wide-awake business men, but without so nice a sense of *meum and teum* as would stand particularly in the way of their carrying out any enterprise that they might undertake. About the first important enterprise they entered into was to root out Chappee from his trading post, before alluded to. Unfortunately, Chappee, through want of discretion, or perhaps forgetting that he was then the only white settler in the country having authority, opened the way for them, and made the opportunity, of which they were only too ready to avail themselves. Owing to some difficulty Chappee, soon after they came on the river, got into a quarrel with the chiefs—Spaniard and Shenege-sick, and a brother of the latter. During the fracas he lost a thumb. Making more of the matter than prudence required, he caused these chiefs to be arrested and taken to Green Bay, (Fort Howard) and imprisoned in the fort there by the United States troops stationed at that place. These chiefs were told that they were to be taken to Detroit and imprisoned there, and in some way they got the idea that as a punishment for the loss of Chappee's thumb they were to have their teeth knocked out. These stories were, undoubtedly, started by some of the white men, and told the Indians to get a *scull* on them, (to use a slang

term.) The Indians being very credulous, believed the reports and told the chiefs, who, as well as their followers, were very much frightened and supposed the offense was a very serious one. This was an opportunity for Farnsworth. For many years before he came to Menominee he had been employed by the American Fur Company, and was well acquainted with Indian customs, their language and habits of thought. Possibly he had something to do in circulating the stories, though that such is the fact, tradition saith not. At any rate the chance was too good to be lost, and when their terror had approached its climax, he made his way to Green Bay and interceded for the chiefs with such good effect that he obtained their release. This made the tribe his fast friends for life, and a blow was thus struck at Chappee's popularity from which he never fully recovered. The good will of the chiefs did not end with words. They strove to show their appreciation of one who had proved a friend indeed, when they were in need, by making him a grant of all the land on that side of the river, from the mouth to the rapids, which grant included Chappee's trading post. How far back from the river the grant extended, tradition does not show, and as there is no written record of the grant, there is now no means of ascertaining, but as land at that time had no stated market value, it is presumable that it extended as far back as he might choose to consider it, so that it did not interfere with anybody's rights who might be living on the Peshtigo river. This presumption is strengthened by the fact that the Indians, who only wanted the land for hunting purposes, could continue to have just as much use of it as if they had not given it away.

The one thing that Farnsworth *did* want he got, and that was Chappee's trading post. One day when the latter was away, taking advantage of his absence, Farnsworth and his followers entered and took possession of the post. They piled the goods, wares, whiskey, furs, squaws, papposes &c., out, and as writs for "forcible entry and detainer" were not in fashion then on the Menominee, and the aggressors were the stronger party, Chappee, on his return, feeling completely disgusted with the turn things had taken, piled his traps into his canoes and paddled them up to the foot of the rapids which still bear his name, and there

built another stockade, as I have before stated, and made a final stand for his rights.

While the course taken by Farnsworth in this matter, may not have been strictly according to the code now supposed to regulate the acts of the people of the State of Wisconsin, it was one step forward in the course of civilization on the Menominee River; in fact it was the *first* step or led to it. Though Farnsworth was an Indian trader, he was also something more; he had good business capacity, and Brush, who was associated with him, had quite as good. They were not long in coming to the conclusion that there was something better than furs and peltries, and when they cast their eyes around as they journeyed up the Menominee, and saw the tall pines on its banks, they began to speculate on their probable value if sawed into boards, and got into a market, where white men lived; also seeing the schools of white fish coming up the river, out of Green Bay, they thought struck them that they could be caught and packed in barrels and shipped to some place where whitefish would be esteemed a luxury and return to them many a silver dollar for the silver scales of the whitefish.

It is true there was then no Chicago to furnish a market for its thousand million feet of lumber each year, nor to handle its ten thousand barrels of fish. There was no Milwaukee to rival Chicago, and no railroads to carry these articles of produce to thousands of cities and villages now spread out over the west; no steamboats, even, to take them down the lakes to cities and villages of white men.

Green Bay settlement was just where the city now stands, but there was very little of it then. There was the fort on the Fort Howard side of the Fox river, and a small rambling village on the Green Bay side, whose inhabitants were principally fur traders or men who were employed by the traders, and here and there, for a few miles up the river, were some of the old voyageurs, who, getting old and tired of wild life, had taken land and opened up small farms. But these men were not to be discouraged by the untoward prospects of a market. If there was no market in the West there was in the East, and they would find one somewhere; besides, they believed in the future of the western country, and they lived to see their belief verified, though

not to the extent to realize to themselves all the advantages which they expected to derive from their labors. Their first enterprise was the building of a sawmill, which was commenced in 1832, and was the first mill built on the Menominee river. It was a water mill, and was built on the Wisconsin side, a short distance above where the Chicago and Northwestern Railway now leaves the bank in crossing. A dam was constructed across to one of the islands, which gave them a pond and head of water, and what we would now call an old fashioned sawmill was built, one that would cut six or eight thousand feet of lumber each day, and not such an one as we have at present, with their clock work machinery and capacity of from one to two hundred thousand feet of lumber each day. The mill was run by them a few years. At some time not now precisely known, one Samuel H. Farnsworth bought an interest either in the mill or in the water power formed by the rapids. It has been stated, however, that this mill had been sold at Sheriff's sale for debt, and the bid for it was purchased from the bidder, D. M. Whitney of Green Bay, for eighteen barrels of white fish, by Samuel H. Farnsworth.

I cannot learn, fully, at what time or how he was interested, but only learn the fact that about the year 1839, Dr. J. C. Hall came on the river and bought out Samuel H. Farnsworth's interest, and also bought into this mill with Farnsworth & Brush, and within two or three years after that time, the dam went out and the mill was abandoned, and in 1844 Dr. Hall built another dam and mill which will be hereafter referred to.

Besides furnishing the power for sawing lumber, the building of the dam opened the way for the fish business. After it was constructed, they built a wier along on the apron below the dam; and in the season when the fish were running, they caught great quantities, with no other trouble than going out in the morning with scoop nets and scooping them out of the wier. In some seasons they caught as many as five hundred and fifty barrels, with no expense, comparatively, except dressing, salting and packing.

William Farnsworth was lost on the steamer Lady Elgin, which was sunk in 1860 by a collision with a vessel between

Waukegan, Illinois, and Chicago. It is not now known what became of Brush, or whether he still lives.

The next white man to follow those above mentioned and take up a permanent residence here, was John G. Kittson. He came in 1826 as a clerk for the American Fur Company under Chappee. He was the son of a British officer who was, or had been stationed in Canada. Mr. Kittson spent the remainder of his life in this vicinity, and died in 1872, his death being hastened, as it is believed, by the exposure and suffering he and his family were subjected to, on the night of the great woods fire, in October 1871. He was a very intelligent and stirring man and was all his life actively engaged in the fur trade or in farming, and he had the honor of clearing and working the first farms ever opened in this County, one at Wausaukee Bend above Grand Rapids, and another at Chappee's Rapids, near the old trading post, where he resided for many years before the great fire. He had great influence over the Indians, and was at all times a friend to their interests. The Indians always spoke of Mr. Kittson as "the writer," a name they gave him on account of his doing all the writing for them in their various transactions with the Government. He has left many descendants who still make the Menominee their home. One son, John Kittson, was killed in the war of the Rebellion, in Sherman's march to the sea.

In 1826 came also Joseph Duncan who was employed as a packer by the American Fur Company. He was a brave soldier and fought at the battle of Plattsburgh. He might be entitled to a pension, only, unfortunately, he was fighting on the wrong side. He was a British soldier, is still living, and makes his home with Charles McLeod, and believes himself to be between eighty and ninety years old, though he cannot tell exactly.

The next white men who came to stay permanently were Baptiste Premeau and Charles McLeod, who arrived in 1832. They are still living here at Menominee, Charles McLeod being now 64 years old. Joseph De Coto came the same year and is still alive. He is living on a farm at White Rapids, and is now 70 years old. A good story is told of De Coto, who is French, and does not talk the best of English. A few years ago he had a lawsuit with John G. Kittson, with whom he was not on the best of terms, about a horse which Kittson replevined. De Coto

could not speak the name Kittson, but always called it "Dixon." Soon after the time of the suit with Kittson, a Catholic Priest, who made occasional visits to the Menominee river, and through the wild settlements, came here and visited De Coto at White Rapids, so De Coto made him a present of a pony to assist him in his travels on his missionary journeys. The matter of his suit with Kittson would occasionally come up, when he invariably worked himself into a passion, and after exhausting every expletive in the Canadian French vocabulary, he would cool off with, "Vell, I give vay two hoss; I give von to de Lord and I give von to de devil: I give von to de Priest and I give von to John Dixen."

In this connection it may be well to state that the Jacobs have, since an early day, been a prominent family, and although their residence was on the Wisconsin side of the river, their history is blended with that of Menominee county, and it is proper that it should have its place in this brief sketch.

When William Farnsworth first came to the Menominee, Marinette was a blooming young woman, bright and intelligent. She was the daughter of a daughter of Wabashish (the Marten), a chief of the Menominees, and Bartholomew Shevaliere, a white man.

When Bartholomew Shevaliere came to the Menominee, or whether or not he ever made his home here, tradition saith not, but from the best information obtainable, it is thought that he never did.

Joseph Bartholomew Shevaliere (Joe Bart), a brother of Marinette, was his son, and it is owing to that fact that he made the claim, as before stated, that he was the first white man who lived at Menominee.

It is not known whether or not Marinette was born on the Menominee. The first we know of her is, that John B. Jacobs, a man from Canada, who was employed in the fur trade in early times, had her for his wife at Mackinaw. While they lived together they had several children, two of whom, John B. Jacobs and Elizabeth McLeod, are still living. John B. Jacobs is now fifty-eight years old, and resides in Green Bay, Wisconsin, Elizabeth McLeod is sixty years old, and lives here in Menominee, the wife of Charles McLeod. For some reason not known John

B. Jacobs Sr. parted from Marinette at Mackinaw. Afterwards William Farnsworth became enamored of her, and took her for his wife, and when he came to Menominee, in 1822, brought her and her children with him. He had children by her, one of whom, George Farnsworth, of Green Bay Wisconsin, is still living. John B. Jacobs (the son) grew up on the Menominee and became closely identified with its interests, and was prominent in all enterprises which were started for its advancement. For many years he owned and run the steamboat "Queen City" between Menominee and Green Bay. Marinette died in 1863, highly honored by all the residents about the river. She was seventy-two years old when she died, and had been looked to as a mother by all the early settlers and Indians, for she had always been ready to assist the needy and comfort the distressed. The first orchard of apple trees was set out by her, which is still growing and bearing fruit. Her house is still standing in Marinette village, and is the first frame house built on the Menominee river.

The earliest settlers came from Canada in Batteaux, sailing and pelling them up the St. Lawrence river and Lake Ontario, and, before the Welland Canal was constructed, up the Niagara river, by portage around the Falls into Lake Erie, up Lake Erie and Detroit river through Lake and River St. Clair; along Lake Huron and through the Straits of Mackinaw into Lake Michigan, and up Green Bay to the Menominee River; the voyage requiring several months, and being attended with great hardships and exposure. It was many years before a steamer was seen here, or before even sail vessels became frequent on the waters of Green Bay. The country was then all wilderness, from the Detroit river to the Pacific Ocean, excepting a few trading posts; those at Mackinaw and Green Bay being the only ones in this section. We who can now step on the cars and in forty-eight hours reach Montreal, can hardly realize that less than fifty years ago it took a whole season to come from there; nor can we understand the hardships the early traders had to endure when they made the first settlement in Menominee.

The next permanent settler was Andrew Eveland. He came in 1842, and in 1853 built the first frame building in what is now the village of Menominee. He is still living here. His

business has usually been fishing. Charles McLeod built a frame house in 1852 and still resides in it, on the river bank, just outside the village. This was the first frame house in the county.

Next among the old settlers is John Quimby, who came in 1845 and died in 1874, aged 65 years. At first he had charge of the fisheries and the boarding house of Dr. Hall's water-mill at the rapids. He afterwards built a tavern where the Kirby House now stands, which was destroyed by fire in 1859. Quimby immediately began to rebuild. He first put up a small building which he added to from time to time until, with the exception of one addition made since he sold it, it formed what is now the Kirby House. Here he kept the only hotel in Menominee until 1864, when he sold the property to S. P. Saxton, and its name was changed to "Saxton House." Saxton sold the house to a man named Bopard, who made the last addition to it and sold it to Fred Waitz, who sold it to Abner Kirby, of the firm of Kirby-Carpenter Company, and ex-Mayor of Milwaukee, who fitted it up again, and named it "Kirby House." John Quimby was a man of marked characteristics and either a warm friend or a good hater. There was never any trouble in learning which relation he bore to a person, for he never hesitated to make it known, yet he was so kind hearted that if he saw an enemy suffering and in want he would be the first to assist him. He was a great fighter, and so long as his opponent resisted would never give an inch, yet he never bore malice, and when the resistance was over, if his opponent came to grief, he was the first to extend a helping hand. He was also a great hunter, and found his greatest enjoyment in going with rifle, hounds, and a few friends, to some place along the shore of Green Bay, there to camp out for a few days and run deer into the bay and, with a boat, to catch them. When the writer first came to Menominee he frequently joined him in these expeditions, and many a deer have they taken together. Quimby owned very much of the land on which the village of Menominee now stands, and fully performed his part of the work in building it up, though he could never fully realize that Menominee was to become a large place. When the writer first came, and after he had resided here long enough to become acquainted with its resources for building up a large town, he frequently talked with him about build-

ing a railroad through the county, and his reply usually was that he never wanted to live any longer than to see a railroad through these woods. He did live to see one several years. His widow is still living here and she has always been considered a mother to the white settlers on the river, and many a foot sore and sick traveler or woodsman has been relieved by her care and sympathy, some there are who, without it, would have been long ago in their graves. She is now nearly seventy years of age, and is still active. I have given a short history of the coming of the first settlers, none of whom are now living except Charles McLeod, Almira Quimby, Andreas Eveland, and Baptiste Premeau, who may be truly called old settlers. Moses Hardwick came here in 1826, and lived here several years. He is still living at Bay Settlement, on the east shore of Green Bay. Another class, who may also be called old settlers as compared with late comers, and who built the mills now on the river and gave the country its real start in prosperity, but who came later than those hereinbefore referred to, will necessarily be named in connection with the building of the several mills, and will thus appear in the order of their coming here.

CHAPTER III.

THE MILLS OF THE MENOMINEE.

The mills built on the Wisconsin side of the Menominee river are so directly connected with the history of Menominee county, that I feel a difficulty in writing the history of those on our side of the river and the men connected with them without at the same time writing of those on that side. The men who built them have had large interests in Menominee county, and have helped to make its history, and I shall not only feel compelled but also take pleasure in giving their history so far as is necessary to give a correct record of our own. In early times no distinction was made in speaking of this part of the country, and nothing was thought of the fact that the Menominee river divided the two states—Michigan and Wisconsin. The people who resided here, on either side of the river, when asked where they lived, replied, at Menominee; and a person coming here, whether to one side or the other, if asked where he was going, answered, to Menominee; and even now the people, although divided off by the State line, and part of them living in Menominee, Michigan, and a part in Marinette and Menekaunee, Wis., feel they are one people; that their interests are identical, and

have always, in all things of general public utility, worked harmoniously together. As has been before stated the first mill on the river was built by Farnsworth & Brush in 1832. The second one was built in 1841 by Charles McLeod, at Twin Island Rapids, about eighteen miles up the river from its mouth, and was also run by water. From this mill the lumber was floated down the river in rafts and out to the anchorage in the Bay. This was a small mill with the old fashioned sash saw, and every thing about it but the saw and such connections as necessarily had to be of iron was constructed of wood; even the cogs of the wheels of the running works were of wood. A large portion of the work was done by Charles McLeod in person. This mill was run but a few years, when, owing to the low price of lumber, and the expense of getting it to market, it was abandoned and gradually fell into decay, and now nothing remains of it but a ridge of stones across the river where the dam stood.

After the dam of the Farnsworth & Brush mill broke away, Dr. Hall built another mill higher up the rapids. The dam of this was built across the river from the Wisconsin side to an Island, and from the Island to the Michigan side, and the mill was erected on the Menominee side, and soon quite a little village was built up on the bank near it for the use of the people employed in and about it. This mill was built in 1844, and had a capacity for sawing equal to 6,000,000 feet per year. Here an incident occurred that tends to illustrate life in those days. It had been the custom, previous to the building of this dam, for Kittson and Chappee to boat their supplies of provisions and merchandise up the river. They first sacked their loaded batteaux up over the rapids, and when once above the rapids the current was not so strong as to prevent them from poling up the river to the next rapids, and then by sacking over those they found a light current again, and could continue to do the same until they reached Pemina Falls, where they were compelled to make a portage.

As I have and may again be compelled to use the words "sack or sacking," and although the word is perfectly familiar to river-men it may not be so to others, I will diverge from my subject to explain its meaning.

The river-men and all the lumbermen have two words that have

a peculiar and technical meaning—to “sack” and to “drive,” or “sacking and driving.” When the logs or sticks of timber are running down the stream they call that “driving.” If they get stuck in the rapids they are compelled to wade into the water and with hand-pikes and pevees (pike poles) lift and roll them off the rocks and to a place where the current is deep enough to float them, and this is called sacking. Where a canoe or boat has to be forced up rapids where the current is so swift that the boatmen cannot force their boats up with poles, they jump into the water, and, with ropes attached to the canoe or boat, wade in the water and drag it after them; the work being of a similar character to that of sacking logs; they call it sacking, also. This reminds me of an anecdote :

In early times we had living here at Menominee a lumberman and river-driver who was remarkable for the Munchausen stories he told. He was always the hero of every remarkable adventure he related. He told a story at one time to illustrate his wonderful ability as a river-driver: He said he was once employed with another man to take a batteau load of provisions to a camp high up the river; that his comrade called himself a first class river-driver; that they got along very well until they came to some very bad rapids, over which the river drivers usually sacked their boats, but his companion boasted so much of his powers they concluded that instead of sacking up the rapids they would attempt to pole up; that he took the forward end of the batteau and his comrade the stern; everything went well until they had got nearly to the head of the rapids, where the greatest pitch was, and where the water was coming down like a flood from an open sluice; he was facing up stream and poling with all the strength he had, when all at once he felt his end of the batteau lighten up, and looking around to see what occasioned it he found that his comrade had not kept his end of the boat up with him and he being in the bows had pulled the batteau in two in the middle, and the — cuss was going down stream in his end of the batteau with the goods in that end. Munchausen said he was so mad that he kept pushing his end of the boat up the rapids and safely arrived at the head of them and landed his part of the load on the shore, then went down to the foot of the

rapids where his comrade had just reached shore with his part of it. "But the worst of it was," said he, "we had then to go clean down to the mouth of the river and get another canoe and pole it up there, before we could go on with our load." He had told the story so many times that he actually believed it, and was always ready to fight with any one who disputed him or made light of it. I started out with the intention of relating an incident that occurred at Dr. Hall's dam, and I draw on "Sketches of the Menominee River," by Lewis S. Patrick, for the incident.

John G. Kittson at that time lived at Wausaukee Bend, where he had a trading post and farm. Chappée lived at his trading post at the foot of Chappée's Rapids. This dam stopped them from navigating the river in the style they had followed for so many years, which raised the ire of both. The first time that Kittson came down the river and learned that the dam had been built his indignation was aroused, and, like the Indian Chief before mentioned, gathered his warriors about him and started on the war path—that is, he collected the trappers and such others as stopped around his post and started down the river to tear away the dam, fully determined to accomplish his object or die in the attempt. When they arrived at the dam Kittson was the first to mount it and assume all responsibility. He commenced by establishing a dead line and forbidding any one to pass within it but his followers, on pain of death. Then, with his men, he soon cut away the dam and made a passage for his boats. While the work was being prosecuted De Coto, who did not fully understand the state of affairs, came up and, being curious to know what was going on, came within the dead line, when Kittson, instead of shooting him down as he had before intimated he would do to any one disobeying his orders, clinched in with him; and in the struggle that followed they both rolled into the river, and had not the other men interfered it is probable that De Coto would soon have been food for catfish. When they had dragged De Coto to land and he had had time to spout the water out of his mouth, his feelings could not be restrained, and he burst out with, "You sacre Got tam John Dixon! You sacr-r-r-e Got tam John Dixon!" and turning indignant-ly on his heel walked away, and until out of hearing could be heard that, "You sacre Got tam John Dixon." This act of

John Kittson's in cutting away the dam led to considerable contention and some lawing, but as the law machines were not in good working order nothing came of it. All the country from Mackinaw to the Menominee river was then within the county of Mackinaw, and there was not an officer this side of Mackinaw Island, a distance by the shore of one hundred and eighty miles, and no way to get there but by following the beach on foot or by sail boat or batteaux. But Farnsworth determined to have law, and went to Mackinaw for a warrant for Kittson. When he arrived there and applied to a justice for a warrant, he was informed by him that he could have one by putting up five hundred dollars to cover expenses, otherwise he could not. Farnsworth thought that he could rebuild the dam for less than that amount, and therefore returned without a warrant. On his return he was arrested on a warrant issued at Green Bay, Brown County Wis., then embracing all of Oconto County. He was taken to Green Bay but discharged from want of jurisdiction or some other cause. The difficulty was afterwards compromised by the owners of the mill agreeing to put in a lock and slide, which, however, proved to be of no practical benefit.

It is said that one Jerome was connected with Dr. Hall in buying into the Farnsworth & Brush Mill, and that afterwards the latter parties became dissatisfied and the entire interest was purchased by Hall & Jerome. Afterwards Jerome sold his interest to a man named Spaid, who sold to Zenas Cobb of Chicago. Cobb sold to Dr. Hall about the year 1847, who continued to run the mill until 1851, when, becoming pecuniarily embarrassed, his creditors took the mill in charge and sawed the logs for their own use. The property finally went into the hands of Gardner & Baker, creditors of Hall, who sold it to Elsworth, Shepard & Douglas in 1853; they becoming involved assigned it to Ludington & Fawes. This mill was burned in 1856, the dam afterwards went out, and the buildings along the shore gradually went to decay, and now there is nothing left of the old works. The location is known and will long continue to be known as "Dr. Hall's mill," or the "Old Water mill." The Menominee River Manufacturing Company have since rebuilt a dam there on the same location, but the pond is only used to aid in booming and dividing logs in connection with their other dams.

I forgot to state that Henry Bentley, now living at Marinette, was interested in the Brush & Farnsworth mill. He first came to Menominee in 1847, but soon went away again, and returned in 1849. He is a son-in-law of Dr. Hall. He bought an interest in that mill, fixed it up and run it until 1854, when it was abandoned and suffered to go to decay.

The next mill built in this county was on the Big Cedar river, two miles up from its entrance into Green Bay, at the present town of Cedarville. This was also a water mill, and built by Hackbone & Boyden in 1854. Joel S. Fisk, of Green Bay, Wis., (now of Ft. Howard,) bought Hackbone's interest in it, and afterwards sold to Samuel Hamilton and Sylvester Lynn in 1854 or 5. Hamilton & Lynn, thinking that they could not make lumber fast enough by water power, built a steam mill at the mouth of the river and suffered the water mill to go to decay, and nothing is now left of it except a few ruins. Lynn parted with his interest to Boyden & Spinner, who afterwards sold to James McCaffrey, who failed and the mill passed into the hands of the Marine Bank, of Chicago, (J. Y. Scammon & Co.) It was conveyed to J. M. Underwood, of Chicago, who in 1862, put S. P. Saxton in charge of it. He remained there and run the mill until the fall of 1864, when he removed to Menominee. Underwood sold to Jesse Spalding and Robert Law, of Chicago, in 1862, who fitted it up and run it to a profit. Law sold his interest to H. H. Porter, about the year 1864. Finally the mill came by purchase into the hands of Lemoyne, Hubbard & Wood, who during the present year sold the mill back to Spalding, and the mill is now doing a good business. It has a sawing capacity of 12,000,000 feet, board measure, per year, and may, by pressing, cut more than that amount.

The next mill built on the Menominee River was commenced in 1856, by a corporation called "The New York Lumber Company." This mill was situated on the main shore of the river at Menekaune, on the Wisconsin side, and it is said eighty thousand dollars were expended on it before a board was sawed. Whether such was the fact or not, the company was not successful in the prosecution of its business, and was forced into an assignment for the benefit of Creditors about the year 1858. The

mill was then run by Hosmer & Fowler, (Col. Roger Fowler) and Hiram Fowler acting as their agent, until about the year 1860 when Charles Wells and Henry Wells of Pennsylvania bought the property. In 1861 Henry Wells sold his interest to Jesse Spaulding of Chicago, who, with the able assistance of Augustus C. Brown who had charge of the business at the mill, succeeded in fully establishing the credit of the institution, and notwithstanding two burn outs, it has netted the owners a large amount of money. About the year 1865, H. H. Porter of Chicago bought an interest in the mill, and was of material benefit in bringing the business to a full head of prosperity. The property was incorporated in 1872, under the name of the Menominee River Lumber Company. Hon. Philetus Sawyer, late member of Congress from Wisconsin, and who has for many years been prominently interested in lumbering matters at Oshkosh, is now a large stockholder and President of the Company, representing the Charles Wells interest, which was purchased by Mr. Porter and sold by him to Mr. Sawyer. The Company now owns between 80,000 and 90,000 acres of land, containing a large amount of pine. A majority of these lands are in Menominee County, and consequently the interests of the Company are identified with our own, although their mill is situated on the Wisconsin side of the river. But while the first proprietors suffered from pecuniary embarrassment, the later owners have experienced severe losses from other causes. In 1869, the first mill was burned with all its contents, proving a total loss. The owners, Messrs. Spaulding & Porter, immediately commenced preparations for building a new and much better mill on the island or middle ground lying in the river in front of where the old mill stood. The new mill got in full operation the next year, but the great fire in October 1871, which raged through Menekaune like a tornado, swept not only all the village away, but the wind carrying the fire across the channel to the Island, in a few moments the new mill was in ruins. Nothing discouraged, the owners immediately commenced again, and by the next year had up and running a new mill on the same spot occupied by the last.

As before stated the Company was incorporated in 1872, with the following officers: W. D. Houghteling, President; H.

Williston, Secretary and Treasurer; W. D. Houghteling, Jesse Spalding, H. H. Porter, O. R. Johnson, F. B. Stockbridge, Directors. The only change since that time has been the retirement of Mr. Houghteling and Mr. Porter and the election of Mr. Sawyer.

The amount sawed in 1875, was 17,000,000 feet of lumber; 1,878,000 pieces of lath and 169,500 pickets, and no work was done after the 1st of October. The mill is averaging now about 160,000 feet, running daytimes only. The amount of logs cut last winter for this season's sawing, scaled 19,000,000 feet, board measure, and the Company has contracted to cut 5,000,000 feet for outside parties besides. Daniel Corry, who came to this river in 1847, and Michael Corry, who came in 1855, have been connected with the mill, and the latter gentleman is the present efficient Superintendent with J. F. Hancock as bookkeeper.

During the years 1856 and 57, N. Ludington & Co. commenced erecting a mill at Marinette on what was then called Mission Point, and it is still running where it started up in 1857. The owners of the mill at that time were Nelson Ludington, of Chicago, Harrison Ludington, (now Governor of Wisconsin,) and Daniel Wells Jr., of Milwaukee. In May 1858, Isaac Stephenson bought out Harrison Ludington's one-fourth interest and afterwards Anthony G. Van Schaick's one-eighth interest, the latter gentleman having in 1863 bought of N. Ludington one-eighth of the property. The name was then as now "The N. Ludington Co.," although the mill was usually called the Isaac Stephenson mill. This company has been one of the most fortunate on the Menominee River. It has never met with severe disaster, either by fire or flood; with ample pecuniary resources, it has always prospered through good and bad times alike. It was incorporated February 1868. The first officers were N. Ludington, President; A. C. Brown, Vice President; E. B. Rice, Secretary. At the present time the officers are N. Ludington, President, Isaac Stephenson, Vice President; E. Dennison, Secretary. The Company owns 83,600 acres of land, situate in this and Oconto County. It also owns a water mill on the Escanaba river, four miles from the village of Escanaba, in Delta County, and is one of the strongest mill companys in the northwest.

Hon. Isaac Stephenson was for many years the active manager of the Company, and had entire charge of its affairs, but afterwards he became General Superintendent of a large lumbering concern at Peshtigo, and for several years, Augustus C. Brown, who had bought an interest in the property had charge of it; at the present time Caleb Williams has the charge. Nelson Ludington has always resided in Chicago, and has had charge of the business at that end of the route, and all the lumber made is shipped there. The amount of lumber sawed during the year 1875 was 16,800,000 feet, board measure. Amount of logs cut last winter for present year's stock, 18,200,000 feet.

The next mill built was what is called the old Kirby-Carpenter Company's mill, which was also commenced in 1856, and got into condition to saw lumber in 1857. This mill was built by Abner Kirby, of Milwaukee, and is built on what was then a sand bar in the river, opposite Menominee village. The sand bar was built up with slabs and sawdust, until now it is an island with good dockage along it. In the year 1859 Samuel M. Stephenson, who came to Menominee for the first time in 1856, became a partner in the company and took full charge of the business at the mill.

In 1861 Augustus A. Carpenter, and soon afterwards William O. Carpenter came into the partnership. On the 29th day of April, 1872, the Company was incorporated under the name of The Kirby Carpenter Company.

The first officers of the Corporation were Augustus A. Carpenter, President; S. M. Stephenson, Vice President; S. P. Gibbs, Secretary. There has been no change since except that Mr. Stephenson now holds both the last mentioned offices.

In 1867 the Company built a new mill, a little farther down the river, which has a sawing capacity of 125,000 feet per day. This Company owns 107,000 acres of land, mostly covered with pine except where it has been cut off. It also owns a propeller, the Favorite, commanded by Capt. Thomas Hutchinson, which tows to Chicago three barges, carrying about 1,200,000 feet of lumber each trip, while the remaining three barges which belong to the line, are at the mills loading. The usual amount sawed at these two mills each year is about 35,000,000 feet. The

stock of logs for this year's cut for these mills is 216,040 logs amounting to 40,434,199 feet board measure, all of which it is expected will be sawed before the close of navigation. The amount cut last year (1875) was 170,997 logs, amounting to 30,417,096 of lumber, board measure, also 8,103,100 lath, and 456,600 pickets, or a daily average during the sawing season of 367,572 feet of lumber, and 52,465 lath; this being the cut of the two mills. The company also keep a store in connection with the mills and for general trade, the business of which for 1875 amounted to \$113,197.04. This is one of the strongest companies on the river, and has prosecuted its business with great success and very little loss.

William Holmes came here with S. M. Stephenson in 1856, and since 1859 has been, in some capacity, connected with this company. He has nearly all the time had full charge of the logging and general outside business. He was Supervisor of the town of Menominee one year.

William Somerville, who came in 1868, has been the general book-keeper at Menominee, having charge of all cash and general accounts.

Peter A. Van Bergen, who has had chief control of all matters relating to the machinery of the mills, came here in 1867. He was also County Clerk and Register of Deeds of this county for the years 1873 and 4, but the work in the office was mostly done by his deputy, Joseph Fleshiem and clerks.

Roland Harris came in 1859, and has been with this company ever since, usually acting as head sawyer.

In 1858 Anson Bangs built a small mill on Little River, a branch of the Menominee, about five miles from the village of Menominee. This was a water mill and was soon abandoned. John Breen, who came to the Menominee in 1849, was the millwright, and run it one season, which was about all that it ever did run. In 1870 the property fell into the hands of the writer who, with Timothy Cole, repaired it and put in machinery, and made a first class shingle mill of it, with one saw for lumber. It went by the name of T. Cole & Co.'s mill and run during the winter and spring following, but owing to the dry season in that summer was shut down and in the fall, (1871,) with all its accompanying buildings, was burned in the great fire.

In the year 1857, William E. Bagley and William G. Boswell built a shingle mill on the shore of Green Bay, not far from where the Kirby, Carpenter Company's store now stands. In 1858 Henry Nason and John G. Boswell bought the mill. In April of 1861 a remarkable shove of ice on Green Bay occurred, which extended south from a point between the Quimby House and the Kirby-Carpenter store, to South point; the ice was piled on the shore from thirty to forty feet high. Nason had a small dwelling house near the mill, and his family were eating breakfast when the ice moved; almost the first warning they had was when the ice had piled on top of the mill, and was coming down upon the house. The mill was totally wrecked and the house crushed in. Ice was found there, where sand from the beach had blown over it, on the next Fourth of July. Notwithstanding this reverse of fortune, Nason was determined that he would have a shingle mill, and in the fall of 1861 commenced building one on a little Island, in the Menominee river, between Tebo Island, and the Michigan shore, where the railroad crosses the river. The mill was started up in 1862, but it seems that fate had decreed against his running a mill, for in July of the same year, while the men were at dinner, the mill caught fire and burned down.

In the summer of 1860 Simon Strauss, who has previously been engaged in the dry goods, groceries and fur trade at Menominee, built the mill now known as the Jones mill, on the shore of Green Bay, near the Kirby House, and got the same into running order during the next year, but it did not prove a success. He run it for two years and finding that he was losing money, he closed it. Afterwards William McCartney bought and run it for a season or two, then sold out to John L. Buell, who expended a large amount of money in putting in new machinery and other improvements. He too failed to make a success of it. It has since passed through several hands—R. Stephenson & Co. at one time owning a half interest and running it; Clinton B. Fay and Charles H. Jones running it at another time until finally it came into the hands of David H. Jones & Co., who went into bankruptcy, and for the last two years the mill has been unused.

The Ludington, Wells & Van Schaick Company's mill in Menominee was first built in 1863. The co-partnership was formed of Daniel Wells, Harrison Ludington (now Governor of Wisconsin

sin), Isaac Stephenson and Robert Stephenson. The mill was known here as the R. Stephenson & Co's. mill. They built what was then called the best mill on the river; it was a steam mill. —On the 14th day of June, 1864, the mill was burned proving a total loss. In fifty-four working days from that time, they had up a new and better mill, fully equiped and ready to run. The millwright, who had charge of the construction of it, was William E. Bagley, who, for many years has been considered one of the most skillful millwrights in the country, and has had charge of the construction of several of the mills built in this section. In 1866 Isaac Stephenson conveyed his interest in the company to Anthony G. Van Schaick. The company was incorporated July 1st, 1874; the first officers of the Company were Harrison Ludington, Pres't.; Daniel Wells, Vice-Pres't.; Anthony G. Van Schaick, Sec'y. & Treas. and Robert Stephenson, Supt. The officers at present are the same. In 1871 the Company bought what was known as the Gilmore mill, on the point where the Menominee river enters the bay. A short time afterwards and almost before they got into possession, it was burned in the great fire of 1871. Soon after the fire the company began the construction of another and much better mill, and had it completed in 1873. They have not at all times had both mills running; as the money panic of 1873 affected their interest reducing the profits of manufacture. The sawing capacity of both mills is 35,000,000 feet per year. The last mentioned mill has a capacity of 22,000,000 feet and the other 13,000,000. The mill on the point during the sawing season of 1875, sawed 21,984,792 feet of lumber, 4,058,940 lath and 153,450 pickets. The amount of logs cut last winter for the present year's stock, is 29,458,163 feet board measure. The company keep a store in connection with the mill for the sale of dry goods, groceries and provisions. The gross amount of their sales for 1875 was \$62,207.95. The company is a very strong one and owns 75,000 acres of lands in Menominee county and Oconto county, Wisconsin.

In the fall of 1866 the Ingallston mill, in the township of Ingallston, was built by Charles B. Ingalls and myself. In the winter of 1867-'8 I bargained my interest in it to Charles B. Ingalls, who operated it for a season and then bargained it to Barnard & Wyley, who failed to keep their bargain. Afterwards it was ru :

by Carter & Jones and finally by Jesse L. Hamilton, who was operating it on a contract with C. B. Ingalls, when it was burned in the spring of 1874.

In 1867 the Fred. Carney mill in Marinette, Wisconsin, was built by Daniel Wells, Jr., of Milwaukee, Andrew Stephenson, of Menominee, and Louis Gram, of Marinette. Andrew Stephenson and Gram afterwards sold their interest to Fred. Carney and Henry Witbeck. The company was incorporated in 1870 by the name of the H. Witbeck Company. The first officers were Daniel Wells, Jr., Pres't.; Henry Witbeck, Vice-Prest.; John Witbeck, Sec'y.; Frederick Carney, Supt. The present officers are the same. The amount of lumber sawed in 1875 was 15,500,000 feet, 3,500,000 lath and 300,000 pickets. The stock of logs cut last winter for the present year was 17,500,000 feet. The Company owns 53,000 acres of land.

In the year 1866 William McCartney built a mill on the same side of the river, below Carney's mill. It was used mostly for a shingle mill. It was burned in the great fire October 8th, 1871. The same fall he commenced another which was completed the next summer and is now in operation. In 1870—71 William E. Bagley and Daniel Corry built on the high bank, not far from McCartney's mill, a very large planing, door and sash mill. They had only used it a short time when it was destroyed by the same great fire.

Another small mill was built by George Hawthorn at the village of Menekaune as early as 1860 or '61 for a shingle mill. The building, or what was left of it, was also burned in the fire of 1871.

In 1866 the Hamilton & Merryman Company built their mill in the town of Marinette, Wisconsin. This is also a large and strong company. This company was incorporated in 1872. The first officers were I. K. Hamilton, Pres. and Treas.; A. C. Merryman, Sec'y. and Supt. The officers are now the same with W. C. Hamilton, Vice-Pres. The amount of lumber sawed in 1875, was 12,700,000 feet, lath 3,008,000, pickles 120,000, shingles 5,000,000. Amount of logs cut last winter for this year's stock is 15,000,000 feet board measure. The company owns 50,000 acres of land situated in Menominee county and Oconto county,

Wis. They also own a shingle mill which was built since the erection of their main mill.

A planing, door and sash mill was built on a small island in Marinette, where the bridge crosses the river, by William Goddard and others.

D. C. Prescott first established his machine shop and foundry at the same place in connection with it. It was afterwards burned. Prescott rebuilt his shops on a much larger scale on the high banks in the village of Marinette, where they now are. The planing mill was rebuilt in the same place, and again burned, and again rebuilt.

In 1874 Lemoyne, Hubbard and Wood, who had bought the Cedar River mill property, built a small mill at Spalding, a station on the Chicago & Northwestern Railroad, 42 miles north of Menominee village.

In the fall of 1872 Mellen Smith built a shingle mill on the bay shore, in the town of Ingallston, about three-fourths of a mile from the Ingallston mill. He has since moved it back about two miles and sends all his shingles to market by railroad.

In 1874 S. L. Benjamin built a shingle mill by the side of the railroad, eighteen miles north from the village of Menominee, which has been in operation since that time

John W. Wells commenced the construction of a lumber and shingle mill in the fall of 1875, which is now completed and running. It is situated on the bay shore, north of the smelting furnace.

In the foregoing pages I have given a brief sketch of all the lumber mills that have ever been built on the Menominee River, or in Menominee county. All the mills named are steam mills, except those mentioned as water mills. Although there is an abundance of water power in the county it has always been held by mill men that steam was cheaper than water for manufacturing lumber, because the mills have a great amount of waste material, such as sawdust, slabs and edgings, which must in some way be disposed of, therefore fuel costs them nothing and the force is more regular.

Other mills may also be mentioned in this connection :

In 1872 William E. Bagley and Egbert M. Copp built a planing, sash and door mill, on the bank of the bayou, near the A.

F. Lyons place, on the north side of Ogden Avenue, and carried on business in it until 1874. During the summer of 1874 they built another planing mill between Main street and the Bay shore, south of the Kirby Carpenter store, but owing to the money panic that fall, they only run it one season, and have since taken the machinery out of both mills and removed it to Stevens Point, Wisconsin, and the mills are abandoned.

CHAPTER IV.

COUNTY ORGANIZATION.

At the time of the first settlement of Menominee county all of the country from the Menominee river to Lake Huron, belonged to Mackinaw county: it was a wilderness with neither civil officers, nor white people to fill offices. Subsequently a county was established reaching from Lake Michigan to the Menominee river and called Delta county. There were but few white men in it when it was organized, and it was attached to Mackinaw county for judicial purposes.

In 1861 Anson Bangs, who then resided at Marinette, Wisconsin, and owned considerable land on both sides of the river, and had, a short time before, built a small mill on Little River, a branch of the Menominee, was at Lansing during the session of the Legislature. He having private objects in view, without consulting the people at Menominee, obtained the passage of an act to create a new county by the name of Bleeker—an old Albany

name—he afterwards marrying into a family there by that name. There were many provisions of the act which were obnoxious to the settlers in the county, and they refused to organize under it. At the time appointed for the meeting to elect officers and perfect the organization, Bangs was not in this section of the country. The meeting was to be held at Quimby's tavern, and on the day set, there was quite an attendance of settlers, but they refused to organize a meeting and instead of doing so, got up placards and charcoal sketches of Bangs, which were not complimentary to him. By the provisions of the act, if the people failed to organize, the new county was to be attached to Marquette county for judicial purposes.

I am now brought to a point where I must arise and explain my position. I dislike as much as any one any exhibition of egotism. I am well aware that when the pronoun "I" appears too often, people are apt to form the opinion that the writer desires to make an exhibition of himself. From this time on I am so mixed up with the affairs of Menominee county; that I cannot write it correctly without bringing myself into it, and for the purpose of avoiding the use of many words, or frequently my name, I shall use the pronoun when it becomes necessary hereafter. As I must come into the arena, I may as well tell how I came here: One pleasant evening in July 1859, I was landed at the dock of the Menekaune warehouse, with my pony, buggy, tent, rifle and dog, from the little steamer Fannie Fisk, Captain Daniel M. Whitney, Master. I pitched my tent in that village for a few days, with the intention of looking around to see the country, which was not a very easy task, unless as a walkist, for there were no roads leading out from the river in any direction that could be traversed with a wagon. Being fully satisfied that Menominee had a bright future, of which its splendid water power, abundance of pine timber, hardwood farming lands, and fine port on Green Bay gave promise, I made up my mind that it was a good place to set my stake. It is true it did not look encouraging for a lawyer, but I had become tired of the practice of law, and my health much impaired by close application to the labors necessary in a properly regulated law office. My idea was that I would follow some active out-door business which would improve my health. Not being blessed with an overstock

of this world's goods, it was something of a study what business I should go into, or rather how I should get into it; feeling somewhat like "Micawber," I resolved to wait for something to "turn up," and that the waiting might not be too expensive, I went down the bay shore about three miles, to the mouth of Little River, and camped. Shortly afterwards, Andrew J. Easton (who afterwards married my eldest daughter) joined me. We concluded to stay awhile, so went to work picking up lumber on the beach, and built a small house, then I sent for my family, which soon afterward joined us.

We planted a few acres of land, hunted deer, fished, and by practising self-denial and economy, managed to get a living. In 1861 the Rebellion broke out and all the people about the Menominee were patriotic. In fact, it was the worst possible place in the world for a copperhead, and, although we had two or three, their mouths were shut as tight as if closed with sealing wax. I became actively engaged in getting volunteers, and our able-bodied men being aroused, began to volunteer. My son-in-law was among the first. Missing him and feeling very lonely, there being no neighbors nearer than Menekaune, three miles from where I then lived, I moved my family, in the fall of 1861, into Menekaune and remained there during the winter.

It was in the spring of 1861 that the meeting referred to in the commencement of this chapter was held. There being no settled lawyer nearer than Oconto, the people on the Michigan side of the river were quite anxious that I should come over and counsel with them in regard to organizing a county, and I came. After I moved to Menekaune the Michigan people frequently urged me to come over and become a Wolverine, so in the spring of 1862 I complied with their wishes. During the summer I built a small house in the, now village of Menominee, though it was then in the woods, and moved into it late in the fall.

The next session of the Legislature commenced in January, 1863. The people here concluded to send me to Lansing to procure the passage of an act to organize a county; they raised money for my expenses by contribution, and on New Year's day 1863, I started. When I reached Lansing the Legislature was organized and in working order. They had elected

Hon. Zach. Chandler Senator, the day I reached there, and many of them were feeling so good over it that night, that they must have woken up the next day with their hair pulling.

The Member from our district was James S. Pendall, from Marquette. I prepared such a bill as I thought we needed and Mr. Pendall presented it, and had it referred. Soon afterwards it was reported favorably, passed and became a law, and Menominee County took its place in the list of counties of the State. Its boundaries, excepting a slight alteration, were the same as those of the Bangs act: Embracing the fractional Townships 35 and 36, Range 24, West: All of Range 25, from the bay shore to town 41 inclusive; all of Range 26 and 27, to Town 41, inclusive; all of the towns and fractional towns in Ranges 28, 29, 30, 31 to Town 41, inclusive. The name Menominee for the county had been decided upon by the people before I left home. At that time there were no settlers in the county except those living at Menominee and up the river, and those living at the mouth of the Big Cedar River, therefore the county was divided into two townships, viz.: The township of Cedarville, which embraced all the towns in the new county in ranges 24, 25 and 26 West, and the Township of Menominee, which embraced all of Range 27, and the towns and fractional towns in Ranges 28, 29, 30 and 31 West. So far as territory was concerned this furnished two pretty good sized towns. The town of Menominee is about as large as the State of Rhode Island, being sixty-one miles long and thirty miles wide at the northern end, and tapering down to a point, at its southern extremity. By the provisions of the act, the county seat was to be located in town 31, North, Range 27, West. John Quimby, Sr., Nicholas Gewehr and E. S. Ingalls were appointed to locate the same. The Commissioners in the spring of 1863, located it on what is called "Court House Square," in Menominee, opposite the Quimby Hotel (Kirby House) where a clerk's office and jail were afterwards erected.

In 1874, the people having decided to build a Court House, the Board of Supervisors bought two acres of land on Ogden Avenue, and removed the county seat to that place. The old "Court House square" grounds were sold to the original owners.

The first election of county officers was to be held on the first Monday in May, 1863, and was so held.

The act provided that John G. Kittson, Nicholas Gewehr and John Quimby, Sr., of the town of Menominee, should be a Board of County Canvassers to canvass the votes of the county, and approve all the bonds of the county officers elected, and should meet on the Tuesday following the first Monday after election, and immediately after the vote was declared notice should be given to the officers elect, who should qualify and their terms commence. By the middle of May 1863, the officers had all qualified and the county was fully organized.

The county when organized became a part of the judicial district of the Upper Peninsula of Michigan. It was made a part of the Representative district, composed of the counties of Marquette, Chippewa, Schoolcraft and Delta and was then included in the 32d Senatorial and Sixth Congressional districts. By act of 1875 the counties of Menominee and Delta constitute a Representative district.

The first County officers were :

Judge of Probate—Eleazer S. Ingalls.
 Sheriff—John Quimby.
 County Clerk—Salmon P. Saxton.
 Prosecuting Attorney—E. S. Ingalls.
 Register of Deeds—Josiah R. Brooks.
 Circuit Court Commissioner—E. S. Ingalls.
 County Treasurer—Leroy T. Ireland.
 Coroners— { Samuel W. Abbott,
 { Andrew McIver.

Town Officers of Menominee. :

Supervisor—Samuel M. Stephenson.
 Town Clerk—Austin W. Champney.
 Town Treasurer—Joseph Van Auken.
 Justices of the Peace— { John G. Kittson,
 { O. B. Richardson.
 { Nicholas Gewehr.
 { William Holmes.
 School Inspectors— { E. S. Ingalls,
 { Joseph Van Auken.
 Commissioners of Highways— { John G. Kittson,
 { O. B. Richardson,
 { William Holmes.

Town Officers of Cedarville:

Supervisor—Josiah R. Brooks.

Town Treasurer—Salmon P. Saxton.

Justices of the Peace— { Josiah R. Brooks,
Robert McCullough.

The County Officers for the present year are :

Judge of Probate—Thomas B. Rice.

Sheriff—John Hanley.

County Clerk—Joseph Fleshiem.

Prosecuting Attorney—E. S. Ingalls.

Register of Deeds—Joseph Fleshiem.

Circuit Court Commissioner—E. S. Ingalls.

County Treasurer—James H. Walton.

County Surveyor—J. Weston Bird.

Town officers of Menominee :

Supervisor—Samuel M. Stephenson.

Town Clerk—John J. Farrier.

Justices of the Peace— { Henry Nason,
William H. Jenkins,
John Breen and Charles Parent.

School Superintendent—B. T. Phillips.

School Inspector—William Somerville.

Town Treasurer—William H. Jenkins.

Town of Cedarville :

Supervisor—E. P. Wood.

Town Clerk—John P. Macy.

Town Treasurer—George F. Rowell.

Commissioners of Highway— { John Farley,
Alfred Brabois,
W. E. Evarts.

At the session of the Legislature in the year 1867 an act was passed providing for the organization of a new township to be known as Ingallston. It included in its boundaries all the townships in range 26, from town 33 to 41 inclusive. There being but few settlers in the township it did not adopt a township organization until 1873.

The first officers elected were :

Supervisor—Samuel C. Hayward.

Town Clerk—Samuel Thomas.

Town Treasurer—John F. Nelson.

Justices of the Peace— { Nathaniel Thomas,
Mathias Baily,
Charles Smith.

Commissioner of Highways—John R. Williams.

School Inspectors— { John R. Williams,
Daniel Sullivan.

The present officers are .

Supervisor—John Murphy.

Town Clerk—Charles Allen.

Town Treasurer—George Haggerson.

Commissioner of Highways—James Mordaunt.

Justices of the Peace— { Lucius Russell,
Louis Desart,
John Blessingham.

When the county was first organized the whole duty of doing, or seeing done, the duties of county officers, was thrown upon me; they all being in business could not afford to devote their whole time to county affairs. I sent to Waukegan, Illinois, for George W. Jenkins to come and act as Deputy Circuit and County Clerk. He gave good satisfaction and was elected the next year and held the office until his death in 1871.

At the time of the organization there were no Judicial Circuits in the Upper Peninsula. We had a court styled "The District Court of the Upper Peninsula," with the same powers as Circuit Court.

The Hon. Daniel Goodwin was judge, and had held the position since the district was first judicially organized. He has long been identified with the Judiciary of the State, and was President of the Constitutional Convention of 1850. He is a resident of Detroit, and was sent from Wayne County to the Constitutional Convention of 1868, of which I was also a member.

The Upper Peninsula was organized into a Judicial District at the session of the Legislature in 1851. The act providing for its organization took effect July 8th, 1851. The Judge was elected on the last Tuesday of that year.

In 1863 the Legislature passed an act creating the 11th Judicial Circuit in place of the District Court, and Judge Goodwin continued to preside as Judge of the Circuit.

In 1865 the Legislature passed an act creating the 12th Judicial Circuit from a part of the 11th, leaving the counties of Menominee, Delta, Chippewa, Mackinaw, Sheboygan and Manitowish in the 11th District, and Judge Goodwin has continued to preside in this Circuit. He was re-elected in 1875 for a term of six years, commencing in January 1876. Judge Goodwin has, during all this long period, performed his judicial duties with such impartiality and ability that he has won the approbation and respect of

every person in the district or circuit. There was but few people here when the county was organized, and many of those being transient men were not voters. At the first election held in Menominee the number of votes cast was 45 and in the town of Cedarville 10. The officers of the county were occupying a dwelling house owned by John Quimby (the house where his widow now resides). The Circuit Courts were held in the hall of the Quimby House (now Kirby House.) At and before the time of the organization of the county all mail for Menominee came to Menekaune, Wis.; but having organized a County Seat it was necessary to have a Post Office, and the Department established one at Menominee in the year 1863, and Norman R. Soule was appointed Post-master (although I performed the actual duties of it,) and held the office until the next year, when Samuel W. Abbott was appointed, and has held the office ever since. At first he had to go to Menekaune for the mail-bag in the summer season, and sometimes in the winter. In summer the mail came three times a week from Green Bay by boat, and in winter by stage.

At that time trees covered the ground over where the greater part of the village of Menominee now stands, and the writer has shot deer and assisted in a bear hunt in what are now the most public places. Where Main street now is was the best place to hunt wild pigeons in this section of the country. In the spring and fall the river was a favorite resort for wild ducks and sportsmen who hunted them. Then there were no roads in the county except a very poor supply road leading up the Menominee river, which the mill companies had cut out for a winter road, and which could hardly be traversed by a wagon during the summer.

While Anson Bangs was at Lansing during the session of the Legislature, of 1861, he did do one thing which proved a great benefit to the county, which ought to be set off against his mismove in trying to organize the county of Bleeker. He caused an act to be passed, granting two sections of land to each mile for the purpose of constructing a state road from Menominee to Masonville, in Delta county, to be called the Green Bay and Bay du Noc state road, and the same amount for a road from the mouth of the Menominee river to a point in Marquette coun-

ty to be called the Wisconsin & Lake Superior State road. It was generally thought that no person could afford to build any sort of a road for the grant. At that time plenty of land was to be entered for one dollar and twenty-five cents per acre, and by buying road script, state lands could be obtained for one dollar per acre.

It was thought that the country was so swampy between Menominee village and Delta county, that a road could not be built without great expense.

The only way the people of Lake Superior could get to the outside world, as it was then called, in the winter, was by crossing the divide with dog trains, to the head of Little Bay du Noc and then follow the beach to Green Bay.

Hon. Peter White, of Marquette, once told me, on one occasion when he was compelled to come down into Wisconsin in the winter, it took him three weeks to make the journey from that place to Green Bay city. They were therefore very anxious to have a road opened and often wrote me on the subject, and during the winter of 1863-4, when coming through talked of it, and urged that the Menominee people should take some step to have a road constructed. In the summer of 1863 C. T. Harvey had opened a road from Masonville to Marquette.

Accordingly in the spring of 1864 application was made to the Governor, and Josiah R. Brooks was appointed Commissioner to lay out and cause the road to be constructed, and he had the road surveyed, (R. L. Hall having charge of the survey) and took steps to let a contract for its construction. But the greatest difficulty was to find any one to undertake it, and when the time appointed to let the contract came, there was not a person to put in a bid. Being determined that a road should be built, the writer put in a bid to construct all of the road that lay in Menominee county, for the grant, and executed the necessary papers.

So sure were the people that a road could not be built for the grant that on the day my men met to commence work on it, one of our prominent public men told me that he would give me his ear, if I did not fail in the enterprise that year. I told him I would call on him for his ear before the snow would fly. My contract only required that the road should be cut through sixteen feet wide, that year, so that the road would be available for

winter use, and provided for its completion afterwards. I called on the gentleman for the ear but I have not received it yet, although I am entitled to it according to the offer.

On the fifth day of December my men had got through, and T. T. Hawley coming through shortly afterward and finding that he could carry the mails through on it, in a few days had a line of stages running over it, and thus secured the mail route for Lake Superior, through Menominee, instead of by way of Ontonagon, where parties interested were trying to secure it.

When I was at Lansing in the winter of 1863 to obtain the passage of the act to organize the county, I found the Legislature favorably disposed towards the people here, and desirous of aiding them in opening the county to settlement.

We had no bridge across the Menominee river and the only way of crossing in the summer was with small boats for men, and scows for horses, which was very inconvenient.

I became impressed with the idea that a land grant could be obtained to build a bridge.

The people here could not afford to build it without help. I had friends in the Wisconsin Legislature, among whom was Col. George C. Ginty, of Oconto county.

I drafted a bill for an act, giving five sections of land in Michigan, to aid in the construction of the bridge, and another for the Wisconsin Legislature giving ten sections and sent it to Col. Ginty. My reason for making that ten sections, was that the lands in Michigan were much more valuable than in Oconto county, Wisconsin, where the lands would be located. I then wrote to Hon. Isaac Stephenson, of Marinette, and S. M. Stephenson, of Menominee, about the matter, asking them to use their influence for the project, and to have petitions signed and forwarded to each Legislature, which was done by them. The Michigan Legislature readily passed the bill and Col. Ginty had no difficulty in obtaining the passage of the bill sent there, but it failed to become a law, although it killed the Governor of Wisconsin, so far as his political aspirations were concerned, and gave Wisconsin one of the best war governors the state has had. During that session, there was a strong feeling aroused on the subject of using the state swamp lands for the improvement of roads in the counties where the lands were situated: All of the

members from the northern and northwestern parts of the state, which were new, were in favor of it, while those from the southern and southwestern parts, which were old and had their roads built, were opposed to it. The bill passed with so large a vote in its favor, that it was evident that it could be passed over any veto the Governor might give.

The Governor (Salomon) lived in Milwaukee, and his feelings seemed to be with the opponents of the bill, for instead of vetoing, and giving the Legislature an opportunity to pass it over his head, he put it in his pocket and kept it there, to the great indignation and disgust of its friends. That killed the bill for that winter. It happened that the next summer when the state convention met, Col. Ginty, was a delegate, and found that a majority of the convention were members, who had supported the bill the winter previous, and not having got over their disgust at Governor's Saloman's act (who was a candidate for re-election for Governor) they laid him on the shelf and nominated James T. Lewis, who proved one of the best Governors Wisconsin ever had. The next winter the bill was again passed, as originally drawn, and became a law.

Meanwhile the people here thought the fifteen sections of land insufficient to build the bridge, the length of which would be about one third of a mile, and the value of the grant could not be estimated at over one dollar per acre, as lands could be located with script at that price.

The next winter (1865) I again had occasion to go to Lansing while the Legislature was in session, and our grant had expired by limitation for the reason that the bridge had not been built. I had another bill presented extending the time for building it, and giving ten sections of land, which passed and became a law, making the whole grant from both States twenty sections. The commissioners appointed in the law to have charge of building the bridge were the board of Supervisors of Menominee County and the Board of Supervisors of the town of Marinette, Wis. Still there were difficulties in the way of its construction. The Menekaune interest and a part of Menominee wanted it built near the mouth of the river, the Marinette people and a part of the Menominee people desired it to be built across the river up near the Dr. Hall place, or at least across Tebo Island, where the

railroad now crosses. The contention about the location of the bridge lasted nearly two years, when it was decided to build it in its present location, and the N. Ludington Company took the contract to build it, and it was built for the land grant in 1867.

In 1866 the mill companies on both sides of the river being desirous of having a better road up the Menominee river than the supply road on which they had been compelled to rely, I was appointed commissioner to locate and build the "Wisconsin and Lake Superior State Road" which runs up the Menominee river. The Board of Supervisors appropriated the necessary money to defray expenses of Survey. The survey was immediately commenced and carried through to completion. The contract was let to the Kirby-Carpenter Company, R. Stephenson Company (now Ludington, Wells & Van Schaick Co.), and Spalding & Porter Company, who commenced the work without delay. The next season I resigned as Commissioner and William Holmes was appointed in my place, who continued in charge of it until work was stopped. The road is now completed forty-two miles, and nearly up to the Kirby-Carpenter Company's farm, and is a very good road. In constructing to that point nearly or quite ten miles in distance is saved compared with the old route.

Our county had been without a Court House, holding our courts in public halls. Our officers had all believed that it was better to wait until a good building could be erected than put up a cheap one.

The county had always been out of debt. When first organized it was decided that "pay as you go" was the best policy, so we have followed that rule, and the only debt the county had ever incurred that was not paid during the same year was the sum of five thousand dollars, borrowed on bonds to pay soldier's bounties during the war. These bonds were drawn to run 5 years and were all taken by the people living here, and were paid at the expiration of three years. When the county was first organized the assessable property in the county was valued at about \$160,001.25. It is now valued at \$1,363,319.83. Our people, in view of these facts, came to the conclusion that we could well afford to take the risk of building a good Court House, and issue the bonds of the county to raise money for its construction.

Accordingly in 1874 the necessary steps were taken and the

bonds issued. They were readily sold and the building begun that year and completed in 1875. Now the county has a Court House which would do no discredit to any city of the state. It is built of brick and stone, the first or basement story, being occupied as a jail and room for residence of the jailor. The cells are entirely of stone and iron. The second story is fitted up for offices, with fire and burglar proof vaults to every office; while in the upper story is the court room, jury and judge's rooms. It is constructed with all the modern appliances and conveniences. It cost in round numbers \$32,000.

During the same year (1874) the township of Menominee constructed a good brick Town Hall at a cost of \$8,000. The first story of which is used for an engine room for the steam fire engine, owned by the town; the second for a town hall, town library and office for town officers. The building is a substantial one and would do credit to much larger and older towns.

CHAPTER V.

SCHOOLS.

The first school now remembered to have been kept in Menominee, was by Emily Burchard, in 1857, in a part of Henry Nason's house, at his shingle mill, on the shore of Green Bay. It was supported by subscription. There is a tradition that one had been previously kept at the old water mill, by a daughter of A. F. Lyon, but nothing definite is known of it.

The first schoolhouse of the county was built by A. F. Lyon, Henry Nason, W. G. Boswell, Andreas Eveland, E. N. Davis and a few others in 1857, near where the railroad now crosses Ogden Avenue in the village of Menominee. It was built of hewed timber by voluntary labor and contribution. It was used but one term. When the county was organized in 1863, the school laws were put in force, and districts were organized. District No. 1, in Menominee, embraced all of the village lying along Green Bay and near the mouth of the river: District No. 2 included that part of the village now called Frenchtown: District No. 3 was organized embracing within its limits all the settlers about John G. Kittson's place, near Chappee's rapids. Since that time a district has been organized at Birch Creek settlement, and another at railroad section 22, (22 miles from Menominee) now called Stephenson.

The township of Cedarville had one district established and has usually kept a school there since.

Since the organization of the township of Ingallston two districts have been organized, one at Spalding (railroad section 42) and one at English (railroad section 39).

In all these small districts schools have been regularly kept since their organization, except the one at Chappee Rapids, in the township of Menominee, where the people failed to perfect their organization. In the village of Menominee, which has always contained the bulk of the population, the greater attention has been paid to schools.

The first school inspectors for the village of Menominee were E. S. Ingalls and Joseph Van Auken; the first district board were E. S. Ingalls, moderator and Robert Pengilly, assessor.

The present school inspectors are Benjamin T. Phillips, superintendent, and Wm. Somerville, inspector.

The present school board of District No. 1, Menominee, are Samuel M. Stephenson, moderator; Edward L. Parmenter, director, and Robert Stephenson, assessor.

The first schools held in District No. 1, in Menominee were in a small building owned by Samuel W. Abbott, which had been built for storing fishing nets. It was about 16x18 feet built of rough boards and filled between the joists with saw dust—(the same building was also the first post-office building after Mr. Ab-

bott became P. M.) The seats were long, narrow benches, better calculated for the punishment of children than for their comfort, but they did not mind that much, so long as they could while away the time, when the teachers eyes were not on them, by digging sawdust out from the cracks.

I shall never forget the disgust exhibited by the first teacher that went into that building to teach. I had been to Green Bay city and employed a lady teacher and had given her as good an idea of the advantages and disadvantages as I could in words. But she could not understand the nature of a school house in a new place just starting, until she came in person, yet she stuck to it until the term was out and kept a good school. It was not long however that such a building had to be used. The people determined to have a better one and in 1864 built and furnished one 24x28 feet. It was thought that this would be large enough for many years, but we soon learned our mistake. Settlers came in so fast that in a short time not half of the scholars could be accommodated. So the school house was sold and in 1868 another was built, planned for a graded school. This, though a wooden building; was a good one costing \$7,000. The first story is divided in two apartments; the second story is all in one though two teachers (the professor and assistant) are employed therein, making it equivalent to two schools.

For the last four years Prof. J. Wesley Bird has had charge of this and other schools in this district, and we may safely claim that our schools are as good as any in the State.

It was soon found that this building did not furnish sufficient room and another school house was built in the district on Holmes Avenue, and another building rented for a school room on Ogden Avenue.

District No. 2 also built a school house, which they have found too small and have, during the present year, erected a large two-story building, which will probably be sufficient for several years. Their District board for the present year are Charles Parent, Louis Young and Moses Frechette.

The names of the School officers in other towns I cannot obtain in time to prepare these sketches for the press.

CHAPER VI.

BANKS.—HUNT & FRASER'S MENOMINEE BANK.

This bank began to do business on March 7th, 1873, under the name "Menominee Bank." The original proprietors were H. E. Hayden, Fredrick Stafford, (then of Negaunee), and H. J. Colwell of Clarksburg, Michigan. James Fraser was Cashier. June 5th, 1874, Frederick Stafford bought out Hayden and Colwell, and carried on the business alone until December 14th, 1874, when he sold out to M. R. Hunt and James Fraser, who reorganized under the name it now bears. Commencing business as it did, the season before the panic came on, in the fall of 1873, it received a severe shock, but has, nevertheless, continued to do a good business.

Its total exchange business since it commenced has been \$800,000; the amount paid out on checks \$584,179.02; gross business of every kind \$1,500,000. The amount paid out on exchange for the fiscal year just closed is \$175,000. The present officers are M. R. Hunt, Prest., and James Fraser, Cashier.

THE EXCHANGE BANK OF MENOMINEE

Commenced business in March 1873. It was begun in 1870 by George A. Woodford, Clinton B. Fay and Charles H. Jones, rather as a broker shop than a bank, The main object being to buy the drafts of the mill companies drawn on Chicago. George

A. Woodford having the management of the business. Afterwards Fay and Jones sold their interest and in 1874 Charles E. Aiken, the present cashier, bought into it and has had the management of the bank since that time—Woodford still retaining his interest. It has done a fair business considering the times. The gross amount of business for 1875 is \$350,000. Total business of every kind since its commencement \$1,000,000. Present officers are George A. Woodford, Prest. and Charles E. Aiken, Cashier.

THE GERMAN BANK

Commenced business March 1875. Its business is confined to buying drafts. The funds being furnished by the Stephenson Banking Company of Marinette. The certificate is filed in the name of Jacob Muth, Cashier, who attends to the whole business. The gross amount of its business for 1875 is \$75,000.

CHAPTER VII.

CHURCHES, SOCIETIES, RAILROADS, &C.

churches

For many years there was no ~~business~~ at Menominee, nor on the other side of the river. The first institution of a religious character of which tradition informs us was a mission established for the Indians at Mission Point, near where the Ludington mill now stands in Marinette. It is not known whether it was Catholic or Episcopal. It is said the early traders did not favor it.

as they feared its influence on the indians would interfere with their trade, especially in the sale of whiskey ; so to get rid of it they induced them to destroy it. Whether this be true or not, it has passed away and nothing remains but the name Mission Point. After the organization of the county in 1868 the people here began to think it better to have churches. There were but few professed christians and they were of various denominational belief. No one sect had sufficient strength to erect a building for worship. About this time Rev. John Fairchild, who was established as pastor of the Presbyterian church in Marinette, organized a church in Menominee, called the "First Presbyterian Church, of Menominee," and Henry Loomis, a young theological student, of Auburn Seminary, N. Y. (now a Missionary in China) came here to spend his vacation and recruit his health. He was full of zeal and soon after he came he began to agitate the question of building a church. The people were ready to support such a move and steps were immediately taken for the purpose. The Kirby-Carpenter Company gave a lot and Mr. Loomis went to work and cleared away the bushes. The companies all subscribed liberally, as also did the people, according to their means. The building committee appointed were Samuel M. Stephenson, E. S. Ingalls and William P. Newberry. B. W. Porter, of Waukegan, Ill., was employed to come up and take charge of the construction. The church was completed in 1869 and was dedicated July 18th of that year. A contribution was taken up on dedication day and all arrearages were then paid. The first Trustees were Samuel M. Stephenson, Miles Shephard, Thomas Murray, Edward L. Parmenter and William P. Newberry. The first pastor was Henry Loomis, who accepted the pulpit for four months. The present Trustees are Samuel M. Stephenson, Edward L. Parmenter, Salmon P. Saxton and Miles Shephard. The present pastor is Rev. A. W. Bill.

The number of members when first organized was nine. The present number is seventy-three enrolled, eighteen of whom are absent from the county. The church for a long time was weak, and without aid from those who were not members of any church, could not have been sustained, yet it has always received liberal assistance, and has sustained steady preaching since that time.

To illustrate their weakness and how churches were managed here, I must relate an incident: One evening two or three years after the church was built, a friend said to me, "come let's go down to the church meeting." Not feeling inclined to go, he explained, saying that the time for which the preacher had been employed was about out, that the church was somewhat in arrears, and a meeting was to be held, to see what could be done about it, and to see about employing a pastor for another year. so I went with him and though not a member of the society, I was elected chairman of the meeting. There was but one member of the church present; the others being outsiders, though most of them were regular attendants at church.

The business of the previous year was investigated and something over sixty dollars found to be due from the society, which was raised on the spot. The question then came up about hiring a preacher, and it was proposed that the chairman should appoint a committee to confer with the one then there (Rev. Payson) and if he did not wish to stay, to employ some other one.

There was one man present who had done more than any other one towards paying for building the church and supporting it after it was built, who was also a Trustee; though a moral man in all other respects, he had an inveterate habit of swearing, and no doubt was often profane without knowing it. I immediately appointed him chairman of the committee. As soon as he heard his name spoken in that connection, he jumped up, and objected, for, said he, "By —, Mr. Chairman, you know I can't talk it over with him without swearing." This, of course, brought down the house; I however told him that I did not consider that a good excuse, and if he did swear, perhaps the preacher would talk with him and assist him in breaking the habit. He took the position and a preacher was hired. This is the first time that I ever heard of non-members holding a church meeting, and doing business for the society—even to the extent of hiring a pastor. It has not been repeated here, though the outsiders give the church a hearty support.

ROMAN CATHOLIC CHURCH.

In 1872 the Roman Catholics commenced the construction of a church which they completed in 1873.

This is the largest church in the town and is in every respect a credit to the society.

The persons who interested themselves in building this church were Thomas Breen, Bartley Breen, Edward Hatton, Joseph Garon and Robert Pengilly, all of whom, except Thomas Breen, were the first Trustees. Father M. A. Fox was the first Priest who officiated in it. The present trustees are Bartley Breen, George Horvath, Moses Frechette, Joseph Garon and Edward Hatton. The present priest is Father Peter Menard.

GERMAN LUTHERAN CHURCH.

The construction of this church was commenced in 1873; it was completed in 1874.

The members are all Germans and the services are usually conducted in that language. The church though not large is quite tasty.

The first officers of the society were George Harter, Prest.; Henry Ammerman, Sec'y; Nicholas Gewehr, Treas., and C. Toepfel, preacher, who still acts as pastor.

METHODIST EPISCOPAL CHURCH.

In 1874 Rev Richard Copp came here, having been sent to establish a society and erect a church.

He found the people suffering from the effects of the financial panic, and not able to respond as liberally as they had done in such work previously.

Nevertheless he began the work and found the people willing to aid according to their means. He soon had a small snug church up, and completed, ready for dedication.

On dedication day enough money was raised, or nearly, by contribution, to pay off the balance due on the building. In the construction of it, he pulled off his coat and worked as hard teaming lumber, &c., as any man who works by the day. I think the secret of his success lay in this, for the people seeing his zeal in the cause, and that he did not spare himself in hard work, felt the more interested in his enterprise, and without doubt contributed more than they otherwise would have done.

The Pastor was and still is Rev. Richard Copp. The present number of members is 37, and nine probationers.

There are no other churches in the county. Those named are all in the village of Menominee.

In Marinette there is one of each denomination, the Catholic, Presbyterian, Methodist and Scandinavian.

BENEVOLENT SOCIETIES.

The first society of the kind instituted was the Menominee Lodge No. 269, F. & A. M., which received its dispensation from the Grand Lodge of Michigan August 9th, 1869. The Charter members were William Somerville, P. W. M., Miles Shepard, P. W. M., E. S. Ingalls, J. L. Buell, Dr John Murphy, John Hanley, S. P. Saxton, and E. Gilbert Jackson. The first officers were, William Somerville, W. M.; Miles Shepard, S. W.; E. Gilbert Jackson, J. W.; S. P. Saxton, Treas.; John Murphy, Secy.; C. B. Myers, S. D.; W. D. Gage, J. D.; Johnathan Barker, Tiler. The number of members when first organized was 18, the present number is 50. The officers at present are, William Somerville, W. M.; J. R. Brooks, S. W.; Joseph Fleshiem, J. W.; J. C. Sherman, Treas.; J. W. Bird, Secy.; G. A. Woodford, S. D.; Albert Leonhard, J. D.; C. B. Knowlton, Tiler.

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MENOMINEE LODGE NO. 137 I. O. O. F.

Was instituted as a Lodge Oct. 15th, 1869, by dispensation from the R. W. Grand Lodge, of Michigan. The charter was received January 20th, 1870, from M. W. G. M., J. S. Curtis. The first elective officers were George Harter, N. G.; Clarence Rice, V. G.; Phillip Lowenstein, Sec'y.; Robert McCullough, Treas.—who with George Reed were the charter members. The Lodge was installed by D. D. G. M., C. J. Bellows, of Escanaba, Lodge No. 118, assisted by P. G., Stephen Goss. After the installation P. G., E. S. Ingalls was admitted and enrolled as an ancient Odd Fellow, and John N. Theriault, Julius Ruprecht, Theodore Lindner, William H. Jenkins and William Lehman were initiated and joined—the Lodge then having eleven members. The present elective officers are Frank Seidel, N. G.; Lewis Dobeas, V. G.; Phillip Lowenstein, Sec'y.; Wolfgang Reindel, Treas.; D. D. G. M. Silmon P. Saxton. No. of members at present 58. The lodge although yet young is the parent of several lodges.

At the time this one was organized there was no lodge of the order nearer than Green Bay city, Wisconsin, or Escanaba, in this state. By permission of the Grand Lodge of the respective states, members and candidates were allowed to join it, from Wisconsin, and many did join it from Marinette and Peshtigo. When the membership became large enough the members from Marinette withdrew, and established a lodge in that village. Afterwards those from Peshtigo withdrew and established a lodge at home also. A lodge was also formed in Oconto, Wisconsin, the first members of which had been members of the lodge in Menominee.

SOCIETE ST. LOUIS DE SECOURS MUTUELS DE MENOMINEE.

The first meeting for the organization of this lodge was held Sept. 22nd, 1873, in which the constitution of the French Societe of Fond du Lac, Wisconsin, was received and accepted.

The society was incorporated in the State of Michigan, Sept. 13th, 1874. The first officers elected were Theodolph Trudel, Prest.; Louis J. Raiche, Treas. and George Allard, Sec'y. On the 21st of Sept. 1874, the society was admitted into the Union of the French Societe of the United States of America. The officers for the present term are Joseph Bernheim, Prest.; L. J. Raich, Vice-Prest.; Albert Pauli, Financial and Corresponding Sec'y. The society at present has 88 members and the active cash capital of the society is \$462.39. This society, as will be inferred from its name, is composed of French speaking people. It has done much good; many who otherwise would have suffered have been relieved; when they have met with accident, or been overtaken by sickness.

INDEPENDENT ORDER OF GOOD TEMPLARS.

A lodge of this order was established in 1870, and was in successful operation for about three years. Its lodge room was burned and it then became disorganized.

MENOMINEE IRON COMPANY.

This Company was incorporated in 1872,—the incorporators were H. J. Colwell, of Clarksburgh, Michigan, A. B. Meeker, W. L. Brown, John H. Wrenn, of Chicago, Ill., and Jerome T. Case, of Racine, Wis.—Morris R. Hunt, of Depere, Wis., was a stockholder. The first officers were A. B. Meeker, Pres.; M. R. Hunt, Cashier; J. H. Wrenn, Sec'y & Treas.; Robert Jackson,

Supt.; C. Sprong, Ass't. Supt. and Acc't. and Richard Dundon, Founder. The company commenced the construction of the furnace in October 1872, and went into blast Aug. 1873.

Notwithstanding the depression of the iron market following the panic of 1873, the furnace has continued in blast, only stopping for repairs. Its average capacity with charcoal, made from pine slabs and other soft wood, is 20 tons of pig iron per day. The furnace is situated on the bay shore, at the north end of the village of Menominee. It was erected under the superintendence of James White and cost \$140,000. The present officers are A. B. Mecker, Prest; W. L. Brown, Treas.; M. R. Hunt, Cash'r., and Culbert Sprong, Sec'y. and Supt.

THE PENINSULA IRON AND LUMBER COMPANY

Was incorporated May 29th. 1876. Capital stock \$500,000. The incorporators and stockholders are Samuel M. Nickerson, Henry H. Porter, Augustus A. Carpenter, Samuel M. Stephenson and James B. Goodman. The company owns 24,762 acres of land. The officers are James R. Goodman, Prest; Samuel M. Stephenson, Vice-Prest; Samuel M. Nickerson, Treas. and Marvin A. Farr, Sec'y.

RAILROADS.

The Chicago & Northwestern Railway Company for many years had contemplated extending its road to Lake Superior. The United States many years ago had made a grant of 8 sections of land to the mile and the State of Michigan gave six sections of land to the mile to aid in its construction, but it was not until 1871 that work was begun between Green Bay city (Fort. Howard) and Menominee, and in that season the road was completed to Menominee. In 1872 it was extended from Menominee to Escanaba, in Delta county, where it connected with the Peninsula Division of the Company's Railroad, which terminated at Negaunee connecting with the Marquette, Houghton & Ontonagon Railroad—this completed the line to Lake Superior. The Railroad bridge across the Menominee was built in 1872. The line of their railroad was located somewhat with a view to the opening of the mines in the Menominee Iron Range, being run northerly from Menominee to a point twelve miles from the Breen mine, the nearest known mine on the range, then turning abruptly east to Escanaba.

The only man connected with Menominee interests who was directly connected with this company was H. H. Porter, who has labored hard in promoting the early completion of the road.

This is the only railroad completed in the county.

DEER, CREEK AND MARBLE QUARRY RAILROAD

Company was organized and incorporated in 1870 for the purpose of building a railroad from the Menominee Iron Range and Marble Quarries to the shore of Green Bay at Deer Creek, which is the nearest point on the shore from the mines where docks could be made. The officers were E. S. Ingalls, Prest., Salmon P. Saxton, Secretary, Miles Shepard, Treasurer. The road has not been constructed: Another Company having been organized for the purpose of constructing a railroad from the line of the C. & N. W. R. R. to the mines. The stock holders of this company have made application to the Circuit Court for an order dissolving the Corporation.

THE MENOMINEE RIVER RAILROAD COMPANY

Was incorporated in 1875—the purpose of the company being to construct a railroad to the Menominee Iron Range, before alluded to. It is expected that the company will construct a railroad from the C. & N. W. R. R. to the mines this present season. This company has had a grant of land from the State of seven sections to the mile, to be selected in Menominee and Delta counties, to aid in the construction of the road. The grant was made on the condition that ten miles of road should be constructed within one year, which ended May 3d, 1876, and ten miles each year thereafter, but as the first ten miles has not been built, the act has become inoperative. It is intended to construct 26 miles this year to the Quinnesec mine, and it is believed that if the company shall do so the Legislature will renew the grant next winter.

STEAMBOATS.

The first steamboat that stopped at Menominee of which we have any record was the "New York," which called here for wood in 1836, on which was Daniel Wells, Jr., who has since been so intimately connected with the mill interests of Menominee. It is said Farnsworth & Brush had just finished burning a pit of charcoal when the boat arrived, and the captain confiscated that with his other fuel. The steamer "Fashion," run-

ning from Chicago to Green Bay, from 1851 to 1856, called at this port each way. The "Columbia" also came here in 1854, and the old steamer "Michigan" occasionally stopped here, and perhaps others that the old settlers do not remember. It was not until 1856, or 1857 that boats began to run regularly to the port of Menominee. The first among this class was the "Morgan L. Martin," a river boat brought from the Fox River, Wis., which ran from Green Bay city, to Menominee, two or three times a week, but not very regularly. Previous to that time the mail and passengers were brought by a small open sloop called the "Polly." In 1857 the steamer "Fannie Fisk," Capt (Daniel M. Whitney, master,) owned by Joel S. Fisk of Ft. Howard, Wis., was put on the line from Green Bay to Menominee, and made three trips per week regularly. She continued on the line until after the rebellion broke out, during which she was taken up the Fox river, down the Wisconsin to the Mississippi, and down to New Orleans, where she was used as a government transport. She made one trip to Matamoras, in Texas, and on her return was sent up the Mississippi and Tennessee rivers, where, with several others, she was burned by the rebels.

In 1858 John B. Jacobs purchased and put upon the same line the steamer "Queen City," running alternate days with the steamer "Fannie Fisk"—this gave a daily boat from Green Bay to Menominee. Jacobs continued to run her until he sold out to the Green Bay and Menominee River Navigation Company.

In the spring of 1866 the steamer Union, owned by Augustus C. Brown and F. B. Gardiner, was put on the line. The "Union" was first built for a tug at Pensaukee by F. B. Gardner, in 1865, and in 1866 was lengthened and fitted for a good sea boat. In 1867 she was sold to the Green Bay and Menominee River Navigation Company—this company being formed the same year. The incorporators were Isaac Stephenson, Samuel M. Stephenson, Abner Kirby, Jesse Spalding, F. B. Gardner, William J. Fisk and Augustus C. Carpenter. The company continued to run the steamboats Union and Queen City until 1871. The Queen City was sold and finally came into the hands of Capt. Taylor and was burned in Green Bay, near Ford river, in the fall of 1875. The Union is still running from Green Bay to Escanaba, in charge of Capt. Thomas Hawley, who owns her.

After the C. & N. W. R. R. was completed to Ft. Howard, Wis. (in 1863), a company connected with that road put on a daily line of steamers, running from Ft. Howard to Escanaba, stopping at Menominee each way. The first boats put on the line were the "Sarah Van Epps" and "Arrow." A new boat built by the company called "George L. Dunlap" was put on in 1864. The "Sarah Van Epps," not giving satisfaction, was sold, and the "Saginaw" put in her place in 1866. After the railroad was completed to the Menominee river the "Saginaw" ran only between Menominee and Escanaba, and was withdrawn altogether when the road was completed to the latter place. In 1869 the "Lady Franklin" was put on the line as an independent boat. When these boats began running they could not get into the river on account of the sand bar at the mouth, and there were no docks on the shore. In 1868 the Kirby-Carpenter Company built a dock, and the Saginaw and George L. Dunlap began stopping at it in 1869.

The first tug owned on the river was the Bob Mills, which was bought in Buffalo by the Kirby-Carpenter Company and brought here in 1868. The old Morgan L. Martin, after she had become too old to trust to the rough seas of the Bay, was used as a tug. In 1869 George Coon and Andrew Stephenson built a tug which they named "Annie Laurie," it being afterward owned by the Menominee River Lumber Company. She was afterward sold and has left the waters of Green Bay. In 1870 the Ludington, Wells & Van Schaick Company bought the side-wheel tug, Mary Reed, which they used for towing for awhile, and then sold her to parties in Saginaw. In 1872 the company bought the tug Bob Stephenson. In 1868 the N. Ludington Company bought the side-wheel tug Isaac Stephenson. In 1874 Isaac Stephenson and S. M. Stephenson bought the tug Escanaba, and now own her. Previous to the purchase of the tugs the lumber of the various mills was taken out to the vessels at anchor in scows, which were hauled by men with lines made fast to the shore and to the vessel that was to be loaded. This was not only slow but very laborious and cold work, especially in the spring and fall, as the lines had to be lifted from the water as they progressed. Until 1871 nearly all the lumber made was shipped on sail vessels, and it was not unusual to see twenty-five vessels at anchorage at one

time. In that year the Kirby-Carpenter Company purchased the propeller Favorite, a good sea boat, and barges that would stow from 300,000 to 400,000 feet each. In 1873 the Menominee River Lumber Company, H. Whitbeck Company, and N. Ludington Company bought a propeller, the Bismark, and six barges, with capacity for storing 3,000,000 feet of lumber. Now nearly all the lumber from Menominee is transported to Chicago by steam. The Bismark is commanded by Capt. Joseph Perrett.

Since 1869 the Goodrich Company of Chicago, who had a line of propellers running from that place to Green Bay City, have had their boats stop regularly at Menominee. The propellers Truesdell and St Joseph were the first boats of their line that called here. The Oconto was afterwards put in the place of the St. Joseph, and this year the Menominee takes the place of the Oconto. The Menominee is of 800 tons burden, and one of the best propellers on the Lakes. Each boat makes two calls here every week, making a semi-weekly line by propellers from this point to Chicago, besides the trips of the Favorite and Bismark. In 1869 Robert O'Neil built a small steamer to be used as a Ferry boat and to run around the Bay in good weather. She was called "Kitty O,Neil, and is still on the river.

The only large vessel which has been built at Menominee is the scow "Menominee," built by Abner Kirby, in 1866 or '7, which is still in use on the Lakes.

CHAPER VIII.

FARMS.

As before stated, the first farms opened were at Wausaukee Bend and at Chappee's Rapids, by the late John G. Kittson. The whole county is covered with dense forests of pine, hemlock, beech, basswood, maple, and other trees indigenous to a northern climate, with swamps covered with white cedar and tamerac trees. All of the beech and maple lands, and cedar swamps, when cleared, become good farming lands; the cedar swamps when drained being the best.

For many years after the settlement was formed in the county it was thought that farming could not be made profitable, and the main business carried on was fur trading, lumbering and fishing. About 1855 several German families, among whom was William Hackerman, Henry Bade, Sr., Frederic and Henry Sieman; afterwards Xavier Algeyer and others, came and took up and began to clear farms at what has since been known as the Birch Creek settlement, about seven miles from Menominee. They settled upon Beech and maple lands, and now have large farms. The great fire of 1871 swept through the settlement, destroying everything in its course, and many lives; but nothing daunted, the survivors commenced again the next spring, fenced their fields, and now have good buildings and larger clearings.

The railroad runs through the settlement.

In 1858 Thomas Caldwell commenced clearing a farm on the Little Cedar river, a branch of the Menominee, twenty miles above the mouth and cleared about forty acres.

A year or two before that Jesse L. Hamilton commenced clearing a farm at the mouth of the Little Cedar, on the bank of the Menominee, at the foot of the Grand Rapids. He cleared a large farm which Patrick Devine and his son bought and lived on until the present year.

In 1866 the Hamilton & Merryman Company commenced clearing a farm fifty-six miles up the river with a view of supplying their logging camps and thus save the expense of transporting hay and root crops. Their principal crop has been hay, oats, potatoes and other roots. The company now has one hundred and twenty acres cleared. The value of the crop raised last year on the farm is \$1800.

Adjoining the Hamilton & Merryman Company's farm the Kirby-Carpenter Company has a farm with 230 acres cleared; the value of the products of this farm for 1875 was \$4600. The crops were hay, potatoes, turnips, cabbage and a small amount of winter wheat as an experiment. Thomas Murray has charge of the farm.

About one mile from these farms the H. Witbeck Company has a farm which was commenced in 1868 and now has 200 acres cleared. The crop last year was 140 tons hay worth at the farm \$20 per ton, 1500 bushels potatoes worth 25 cents per bushel. The oat crop was cut for hay.

Adjoining this farm the Ludington, Wells & Van Schaick Company has a farm with 100 acres cleared; the value of the crops for last year was \$1586. This company has two other farms, one at the Relay House, 25 miles from Menominee village, with 120 acres cleared; value of crops 1875, \$1210, and one at Pike River, on the Wisconsin side, with 40 acres cleared.

At the mouth of the Sturgeon river the Menominee River Lumber Company has a farm. The clearing on this farm was commenced in 1866—there are now 100 acres cleared. The crops raised are principally hay, oats and potatoes. The estimated value of the crops at the farm for 1875 was \$5,000.

All crops on these farms have a greater value than they would

have in the village of Menominee for they save transportation of their products a great distance. The farms are also used as stopping places for the men and teams, going to and returning from the logging camps in the winter.

The Kirby-Carpenter Company has also three other farms between Menominee village and the farm mentioned. One, called the 9-mile farm; has 95 acres cleared; the total value of the produce of 1875 is \$2325: One at the mouth of Pike river, in Wisconsin, has 18 acres cleared; total value of product of 1875, \$1170: Also one at the Grand Rapids with 40 acres cleared; total value of products of 1875 \$885. Some of the crops suffered from grasshoppers last year, which reduced the yield to less than average.

H. Witbeck Company has one other farm.

The N. Ludington Company has a farm situated on the Menominee, near Pemina creek. This is a large farm but I have not the statistics.

William Holmes and George Henderson have opened a farm on the Sturgeon River in Town 40, N. R. 28, W., which is the farthest in the interior of any farm yet cleared.

Since the building of the railroad many farms have begun to be cleared along it and also in other parts of the county, but space forbids that I should make particular mention of them here. The principal products of the farms are hay, oats and potatoes, but other grains and roots will grow and mature well. In time the county will be a great dairy and sheep-raising district. All the cultivated grasses grow well and the soil and climate is particularly adapted to growing root crops.

FISHING

Has been a prominent business at Menominee and along the bay shore since the first settlement. The fish caught for market are white fish, lake trout and dory (a species of Pike.) Besides these the waters abound with sturgeon, bass, perch, suckers and pickerel, of eatable varieties, and several varieties that are worthless. The small inland streams contain an abundance of brook trout. In 1874, 6,000 young salmon were deposited in the Menominee river by the fish commissioners. None have been caught so it is not known whether or not they lived, though N.

R. Soule says that he has this season seen fish jumping out of the water on the Grand Rapids, that had the appearance and action of salmon.

CHAPTER IX.

NEWSPAPERS.

The first newspaper published at Menominee, or about the Menominee river, was THE HERALD, the first number of which was issued Sept. 10, 1863. E. S. Ingalls, editor and proprietor, It was Republican in politics. In 1866-'7 Jesse Spalding, of the Menekaune mill, I. Stephenson, of the N. Ludington Company, the Kirby, Carpenter Company, the R. Stephenson Company and myself each put in \$200 and many of the other citizens sums from \$1 to \$50 each, and a press and type and other outfit for a printing office were bought. Andrew R. Bradbury came here and took charge of the paper, the purchasers allowing him to take the property without interest, and pay for it as he could. He conducted the paper until January 1871, when he sold out to James A. Crozer, who, in 1874, sold it to Dudley S. Crandall, who conducted it one year and sold back to Crozer, who is now its editor and publisher.

The *Lumberman and Miner* was established by a company; of whom the most prominent were John L. Buell, George

Harter, Phillip Lowenstein, William H. Jenkins and Joseph Juttner. They bought a press and materials in 1873 and procured A. R. Bradbury to take charge of it, who conducted it for a short time when John L. McLaughlin took charge. In Jan. of 1876, John L. Buell took the press and materials and began printing the *Menominee Journal*, which he is still publishing.

CHAPTER X.

MENOMINEE IRON RANGE.

The Breen mine was discovered in 1866 by Bartley and Thomas Breen. In 1872 the Breen mining company was incorporated with a capital stock of \$500,000. The company owns the Breen mine containing 120 acres of land. The original stockholders were Eleazer S. Ingalls, Salmon P. Saxton, Bartley Breen, Thomas Breen, and afterwards Seth C. Perry. The first officers were E. S. Ingalls, Prest.; Thomas B. Rice, Sec'y; Salmon P. Saxton, Treas. The officers at present are E. S. Ingalls, Prest.; Thomas Breen, Treas.; Salmon P. Saxton, Sec'y.: Directors E. S. Ingalls, Bartley Breen, Thomas Breen, S. P. Saxton and Oscar M. Saxton.

In 1873 the Ingalls mining company was incorporated. The

company owns the Ingalls mine including 240 acres of land. The capital stock was made \$500,000. The first officers were E. S. Ingalls, Prest.; Andrew J. Easton, Vice-Prest.; Franklin S. Millbury, Treas.; Charles L. Ingalls, Sec'y. The directors were E. S. Ingalls, Andrew J. Easton and F. S. Millbury. The present officers are E. S. Ingalls, Prest.; Franklin S. Millbury, Sec'y.; A. J. Easton, Treas., and the same directors. The mine owned by this company is believed to be fully as valuable as any mine in the Menominee Iron Ranges. No other company is known to be incorporated owning mines in these ranges.

The Quinesec mine was discovered by John L. Buell, in August, 1873. The Quinesec mine, under the superintendence of Mr. Buell, has been well tested and the richness of the ore and value of the mine determined past a doubt. There are many other mines in the Menominee district not yet named. When the Menominee ranges shall be opened by railroad they bid fair to become the most valuable iron districts in the United States,

CHAPTER XI.

SECOND CLASS OF OLD SETTLERS.

Alexander Loughry came to Menominee in 1842; Jacob Kern in 1846; John Breen, Adolph Wilson, Daniel Corry, Morris Hanly, in 1849; Thomas, Bartley, James, Daniel and Michael Breen, and their mother; John Corry and his sister, Catherine Louis Hardwick, Josiah R. Brooks and his father, Nathaniel, in 1850. Daniel Breen was killed in 1860 while breaking a jam on

the Little Cedar River—by the logs rolling over him. George W. Lovejoy came in 1851, Gilbert Moreau in 1852, John N. Theriault in 1853, Nicholas Gewehr, Henry Newberry and William P. his son came in 1854. Henry Newberry built the first house in the village of Menominee after those of Andrus EVELAND and John Quimby. He perished in the great woods fire of 1871, being then on his farm at Peshtigo Sugar Bush. John Hanley, Daniel Nason, Alanson F. Lyon, William G. Boswell, William Hackerman, Henry Bade, Sr. and family. Frederick and Henry Sieman came in 1855; Samuel W. Abbott, Henry Nason, Andrew McIver and Albert W. Boswell in 1856. Thomas Caldwell in 1857; Leon Cota, Frank Eggert and Lewis Doebas in 1861; William Lehman in 1862. Jacob Johnson came as early as 1849 and lived here several years. He now resides on a farm at Peshtigo Sugar Bush.

LAWYERS.

The writer is the first lawyer who settled in the county. He came to the Menominee river in 1859 and to the Michigan side in 1862. The next was Thomas B. Rice who came in the spring 1871. He is now Probate Judge. Benjamin J. Brown came to Menominee in 1873 from Saginaw, Michigan. William A. Franklin came here in March 1876.

BRICK BUILDINGS.

The first brick dwelling erected was the residence of S. M. Stephenson, which has once been burned and rebuilt. Augustus A. Spies has lately completed another such residence. The first brick store erected was by Augustus A. Spies and Harlan P. Bird, which was built in 1872, at a cost of \$12,000.

FIRE ENGINES.

In 1872 Engine No. 1, a hand engine, was bought. About the same time the Kirby, Carpenter Company bought another, but these being insufficient an Amoskeag (N. H.) steam engine was bought in 1874. The first officers of Engine No. 1, were George Harter, Foreman; Henry Nason, First Assistant; John J. Farrier, Second Assistant; Augustus Spies, Treas.; Edward Leake, Secy.; Charles E. Aiken, Assistant Sec'y.

The present officers are Henry Nason, Foreman, Pascal Perket, 1st Assistant; Philip Harter, 2d Assistant, Albert Pauli, Sec'y; Joseph Wanek, Treas.

The officers of No. 2 (steamer) are Robert Stephenson, Capt ; J. C. Sherman, 1st Assistant; Harlan P. Bird, 2d Assistant; Joseph Fleshiem, Secy; Wm. H. Jenkins, Treas.; Louis Gram, Chief Engineer; Nelson Gram, 2d Engineer. Edward Benthouse and Nelson Gram have charge of the Engine and horses.

THE HARBOR.

An appropriation of \$16,000 was made, which was used up in surveys; afterward an appropriation of \$25,000 was made and in 1874 the work of driving piles and building breakwaters was commenced. The channel of the river is wide but is obstructed by a bar of sand running across the mouth. Other appropriations have since been made and the work has progressed each year. Although the Harbor is not completed the ordinary sized vessels come in to load.

THE MENOMINEE RIVER MANUFACTURING COMPANY

Was incorporated 1866. The incorporators were Jesse Spalding, Harrison Ludington, Nelson Ludington, Daniel Wells Jr., Abner Kirby, S. M. Stephenson, Isaac Stephenson, Robert Stephenson, W. O. Carpenter, Truman Woodford, Ely Wright and R. L. Hall, who were constituted the first board of directors. The first officers were Harrison Ludington, Prest.; Isaac Stephenson, Vice-Prest.; Augustus C. Brown, Sec'y and Treas. The first meeting for the election of officers was held at the store of N. Ludington Company in Marinette, Feb. 15th 1867. The company immediately constructed a dam across the river at the head of the rapids, to set the water back and create a pond to hold the logs. They have since built another across the river where the old Dr. Hall mill stood, and a wing dam below that. The company has also put in a large number of piers and booms, and have now completed arrangements for holding and dividing the logs. In 1875 there passed through the dividing booms 602,285 logs, amounting 112,056,280 feet of lumber board measure. The largest amount that has passed through the booms in one year is 142,917,228 feet (in 1872). The present officers are H. Ludington, Prest.; I. Stephenson, Vice-President; Charles J. Ellis Sec'y and Treasurer. The Board of Directors are Harrison Ludington, I. Stephenson, F. Carney, A. C. Meriman, S. M. Stephenson, and Jesse Spalding.

GILMORE MILL,

At the mouth of the Menominee, on the point between the river and bay shore, was built in 1867, by Charles H. Spafford, of Rockford, Ill., and William Gilmore.

CHAPTER XII.

OUR SOLDIERS.

It is proper before these sketches are closed to pay a tribute of respect to our soldiers. The space allowed will not admit of an account of the many brave acts performed by them in our late war. Michigan received but little credit for the men who went from this section, as Menominee county was not organized at the breaking out of the rebellion, and our men rushed to other localities where they could volunteer. The greater number of them joined Wisconsin regiments, yet, while other states receive the glory of their heroic deeds, Michigan is proud of them. Want of space compels me to merely mention the name and regiment of those who went from or now live in Menominee county:

John Devine, Charles Ackerman, John Ackley, Lieut. Dean Ring, 18th U. S. Reg.

Lieut. Octave Tetroit, Gilbert Moreau, John Chappee, John Kittson, (killed in Sherman's March to the Sea,) 17th Wis. Vol.

Seargent George H. Kittson, Alfred Beach, Peter Durocha,

Joseph De Coto, Jerome De Coto, Frank Levine, Louis La Plant, Wapenipinas (the Beaver), Louis Secor, Henry Levine, Alexander Premo, Peousha Monetakakino, Odillon Benoit, Paul Appetanaquet, Michael Mulharon, Gustaff C. Miller, Co. G. 23d Mich. Vol.

Seargt. Bartly Breen, Thomas Breen, (wounded at the battle of Cumberland—lost one eye.) John N. Theriault, [three months in Libby prison,] James Reo, Joseph Bart Shevelere, Seargent Frederick Hackerman, John Farley, Patrick Crone, George Clark, [in prison at Andersonville, and after being exchanged died in hospital at Annapolis, Md.,] Frank Dousey, Michael Wall, Patrick Ennis, Jerry Daily, Canute Canuteson, Thomas Gaynor, William Enright, Nicholas Grosman (died in Richmond prison), John Davis, Michael McIver, 11th Wis. Bat. [at first a part of the Mulligan Brigade, afterwards attached to the 1st Ill. Light Artillery].

James Newman (killed at Fort Hudson, La.), Patrick Timlin, Willard Ebbs, John Bebo, Octave Flasure (leg shot off at Fort Hudson, La.)—Co. H. 4th Wis. Vol.

Samuel C. Hayward, William Martin, Jack McClemons, Wm. Hamilton, Sergt. John Avery, (at battle of Shiloh, the Capt. and 1st Lieut. were scared and went to the rear at the commencement of battle; the 2nd Lieut. was wounded, and he as Orderly Seargent took command of the company which fought with great bravery through the day and captured one of the enemies batteries. It is believed that he killed the rebel Gen. Johnson; afterwards in an attack on Petersburg, while in another regiment, he lost an arm and died from the wound in hospital)—Co. F. 14th, Wis. Vol.

William Hooper, John Ham, 16 U. S. Reg.; John McIvers, U. S. Reg.: (regiment not known) Andrew J. Easton, James C. Sherman, Lorenzo Richardson, Albert Lyons (lost an arm at Atlanta and died in hospital) Michael Mellen, Edward Leake (wounded and still carries a bullet in his head) Terrance Cassidy, Archibald Goodlet, Daniel Nason, Daniel Bundy, Lieut. Harlan P. Bird (wounded) Alexander McCollom (died in the service) Louis Brown, George T. Pease (wounded at Atlanta) Louis Chappee, Alexander Loughery (horse Alleck) Alexander Patton, —Co. F. 12, Wis. Vol.

Alexander Loughrey, Thomas Davy—106 N. Y. Vol.

Richard Dousy—4th Ky. Cavalry.

Frederick Brandizer (was in Andersonville prison) Ferdinand Gable (killed at battle of Mill Springs, Ky.) Timothy O'Leary, Conrad Arnold—21 Ill. Vol. (Grant's regiment.)

Goodlet Goodletson (regiment not known) John Westfaltdt (brought home more rebel lead than any other one soldier, one bullet passed through the body besides receiving 16 other wounds—Co. D. 3d Wis. Vol.

James Lyons—3d Wis. cavalry (was present at the capture of Jeff. Davis)

TOWN LIBRARY.

In 1872 the town of Menominee began to form a town library. It now contains about 1200 volumes.

CHAPTER XIII.

THE GREAT WOODS FIRE.

The summer of 1871 was very dry—no rain fell after June until in October. The streams were nearly dried up; the swamps were entirely dry, and where in the latter, water could usually be found on the surface, it became necessary to dig many feet to find it. Almost all the swamps were filled with peat. The ground in the woods was covered many inches in depth with dead leaves, and other decaying vegetable substance, which had become as dry as tinder; many fires had broken out which had not extend over a great area of country, and as similar fires had been seen in 1864, no apprehensions were felt of any serious calamity. On the evening of October 8th the fires started up afresh a few miles north of Oconto, Wis. The wind from the southwest freshened

driving the fires in this direction and by dark had become a tornado. The fires spread as the wind arose until they united and had acquired a breadth of from ten to twelve miles, and raged along through the woods, sweeping through the Peshtigo Sugar Bushes, in which were farming settlements, and over the farms, leaving only charred ruins and ashes, and dead bodies of human beings and animals—reaching the village of Peshtigo about eight o'clock in the evening. By nine o'clock that village was in ashes and hundreds of men, women and children, who at dark of that day were unconscious of danger and in the enjoyment of happy life, were in eternity and nothing remained but their charred bodies, or ashes. By half-past nine the fire had reached the Menominee river, above and below the village of Marinette; fortunately for that village, and the survivors having divided about two miles before reaching it; on the east, it swept through the village of Menekame, blotting it out of existence and crossed the river at the mouth, burning the Gilmore mill on the Menominee side. On the west it crossed the Menominee river above the rapids sweeping along until it struck the bay shore about one mile north of the village of Menominee, burning a path ten miles wide for about sixteen miles north of Menominee. It also crossed the river at the mill of the Ludington, Wells & Van Schaick Company and passed up the flat through the village. This flat was then a swamp covered by grass with but few buildings on it, and with streets on each side. By almost superhuman efforts the fire was prevented from spreading to the buildings on either side. The next morning parties started out in various directions to bring in the wounded and burned: hospitals were established and before night nearly all were brought in. The second day parties went out to search for and bury the dead. The telegraph line was destroyed so that word could not be sent to Green Bay city, and the next day after the fire it was thought necessary to keep our steamboats to take away the people in case the fire should revive and burn the villages of Menominee and Marinette. The night of the 9th the steamers left and carried the fearful news to Green Bay city, and returned the next day freighted with provisions and necessaries for the burnt sufferers, which were collected by the people there in a few hours. From Green Bay the telegraph quickly conveyed the sorrowful news in all di-

rections, and it was not long before food and clothing were coming from all parts of the country. The fire in its course swept over an area of over 40 miles in length by 10 in width, in about four hours, and it is estimated that about 1200 persons perished in it. The actual number burned to death in Menominee county was 28, but many were burned and otherwise injured who have since died. The space allowed me will not admit of my mentioning the many acts of self-sacrificing generosity witnessed here. If a person loses his faith in our common brotherhood of man, he need to be but once in the midst of such a calamity to regain it.



BUSINESS FIRMS OF MENOMINEE COUNTY IN 1876.

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JAMES FRASER, Cashier.

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MENOMINEE BANK,
MENOMINEE, MICHIGAN.

Foreign and Domestic Exchange for sale at low rates. Collections made and promptly remitted for on day of payment less current rates of Exchange.

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To and from all parts of Europe by first class Lines of Steamers. Parties wishing to forward money to the old country, or who may desire to bring out their friends, will find it to their advantage to purchase Drafts or Tickets at this Bank.

GREEN BAY LINE.

THE A 1 UPPER CABIN STEAMERS,

Menominee and Truesdell,

WILL FORM A SEMI-WEEKLY LINE BETWEEN
CHICAGO AND MENOMINEE,

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Every Tuesday and Friday Evenings, at 7:00 o'clock: Arrive at Menominee every Thursday and Sunday.

Leave MENOMINEE,

For CHICAGO every Tuesday and Saturday morning.

Fare from Chicago to Menominee and other Green Bay ports, Meals and Births included, \$6.00. Through rates very much less than by Railroad to Green Bay.

For information relative to freight or passage, apply to,

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Menominee.

A. E. GOODRICH, Prest,
Chicago.

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The Working Man's Store, The Hotel Keeper's Store,
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THE PEOPLE'S STORE!

H. P. BIRD,

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HAY, GRAIN, FLOUR, FEED,

—AND ALL KINDS OF—

FARM PRODUCE,

—ALSO—

Cedar Posts, Shingles, Brick, Wood,

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FRESH AND SALT

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Our motto is to "**Give the Most Good Goods for the Least Money,**" and

WE ARE NEVER UNDERSOLD,

With large stock, and by fair dealing we have sold over **\$100,000** in merchandise **EACH YEAR,** and hope to do better this Centennial Year.

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All work done in first-class style.

Shop in Menominee House.

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Fine Custom Work a Specialty.

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Michigan.

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 **LUMBER**

Sawing Capacity, 50,000,000 feet.

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BUILDING MATERIAL.

The most Extensive Establishment; the Largest and best assort-
ed stock of Goods on the Bay Shore.

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W. A. FRANKLIN.

INGALLS & FRANKLIN,
ATTORNEYS AT LAW,

MENOMINEE, MICHIGAN.

Office on Main Street, near Ogden Avenue.

B. J. BROWN,

Attorney at Law,

MENOMINEE, MICHIGAN,

Office in Brown's Block, cor. Main and Quimby streets.

T. B. RICE,
ATTORNEY AT LAW,

Also Probate Judge and U. S. Commissioner.

Office in Post Office Block, Main st.

Menominee, Mich.

JOSEPH FLESHIEM,

County Clerk and Register of Deeds,

Office in Court House, Menominee, Mich.

ABSTRACTS OF TITLE FURNISHED ON APPLICATION,
TAXES PAID FOR NON-RESIDENTS.

BUSINESS FIRMS OF MENOMINEE COUNTY IN 1876.

DAVID BARCLAY,

—Proprietor of—

City Livery & Boarding Stable

Office and Stable on Quimby Street, near Kirby House.

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HARTER & DILLON,

Manufacturers of and Dealers in

BOOTS & SHOES,

OF ALL KINDS.

Custom Work a specialty. Repairing neatly Executed.

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Having enjoyed the reputation of being

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for some time past, it has become so natural to us that we propose to hold it until the next Centennial at least.

“SMALL PROFITS AND QUICK SALES.”

IS OUR MOTTO.

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We have Just received and have constantly on hand a full and complete assortment of

G R O C E R I E S,

CAREFULLY SELECTED.

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DRIED & CANNED FRUITS,

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CHOICE CIGARS AND TOBACCO,

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in their season, which we will sell at

THE LOWEST MARKET RATES.

Menominee,

Mich.

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—OF—

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We are offering a choice and complete assortment
in Staple and Fancy

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HOSIERY & NOTIONS,

at prices that will be found as low as elsewhere.

White Goods, Quilts, Napkins, Table Linen, Towels, Embroid-
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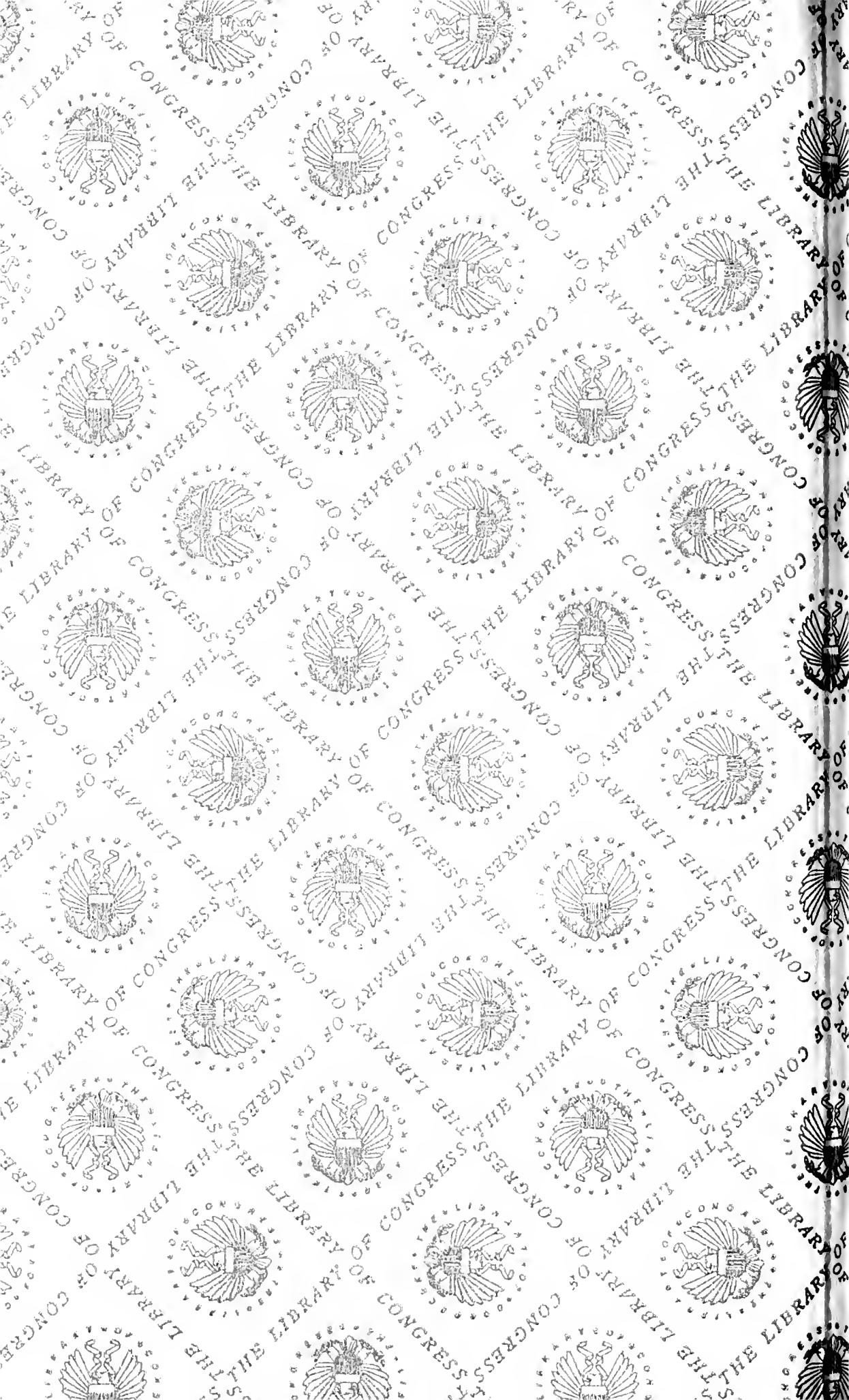
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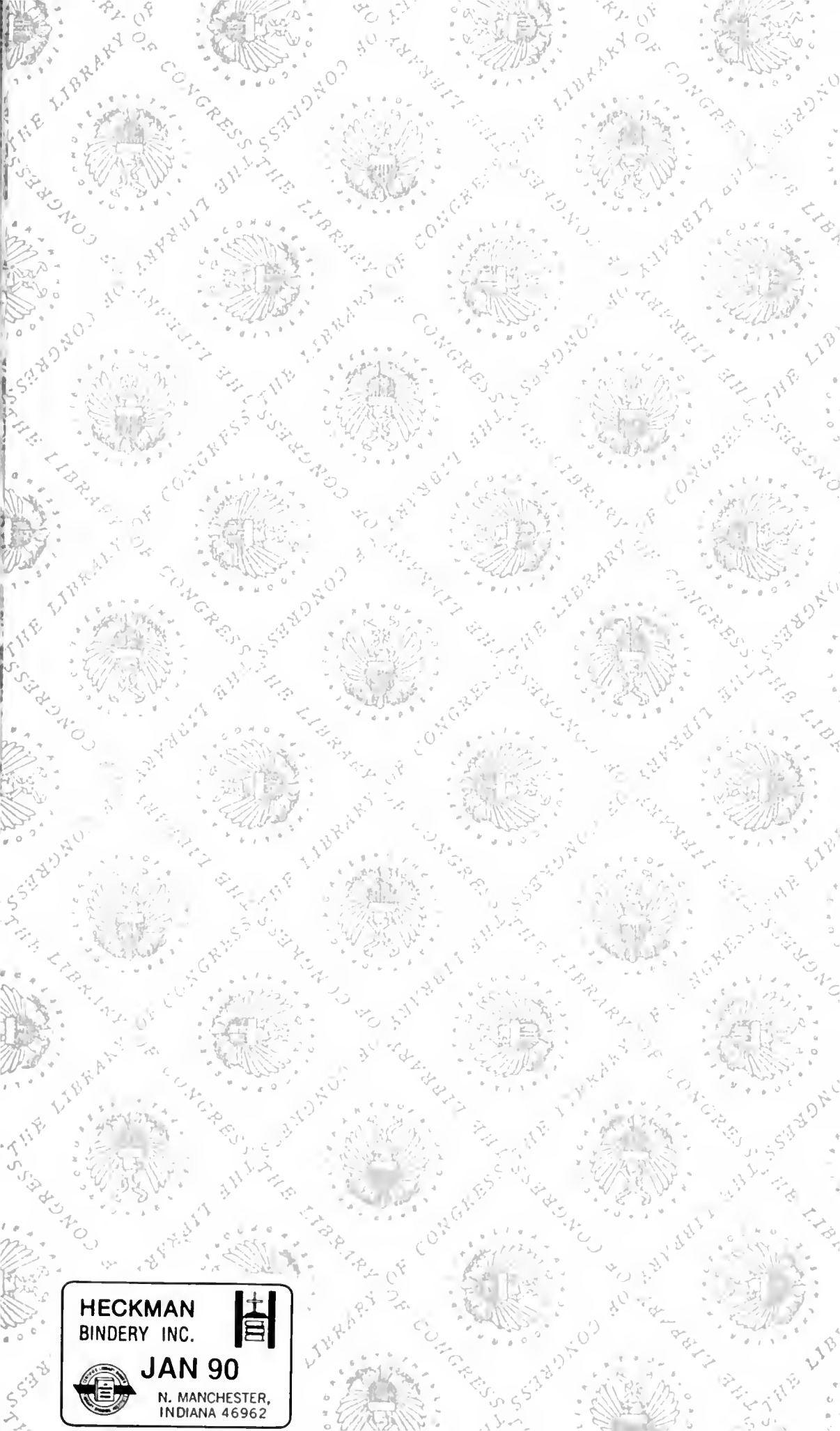
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