

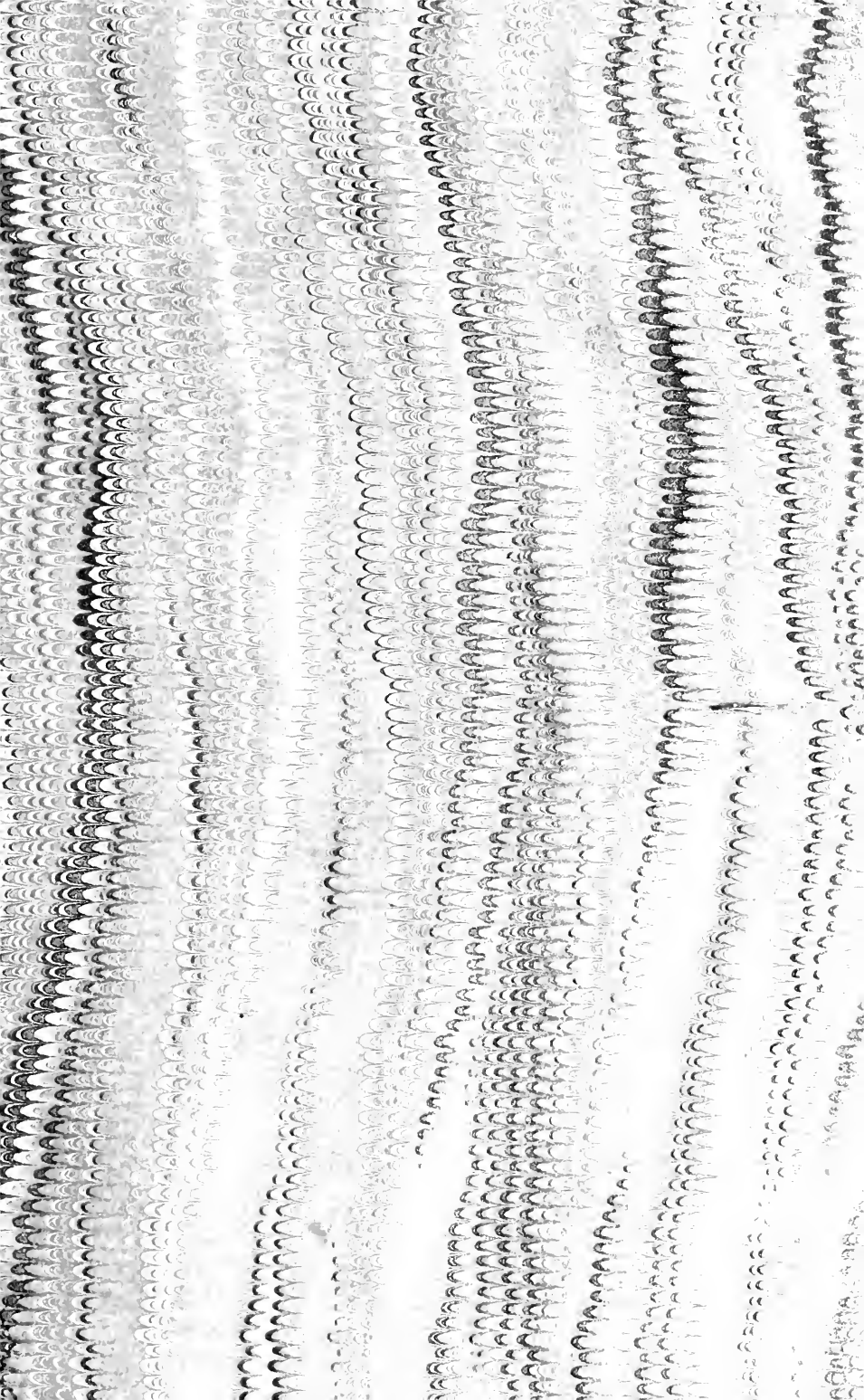
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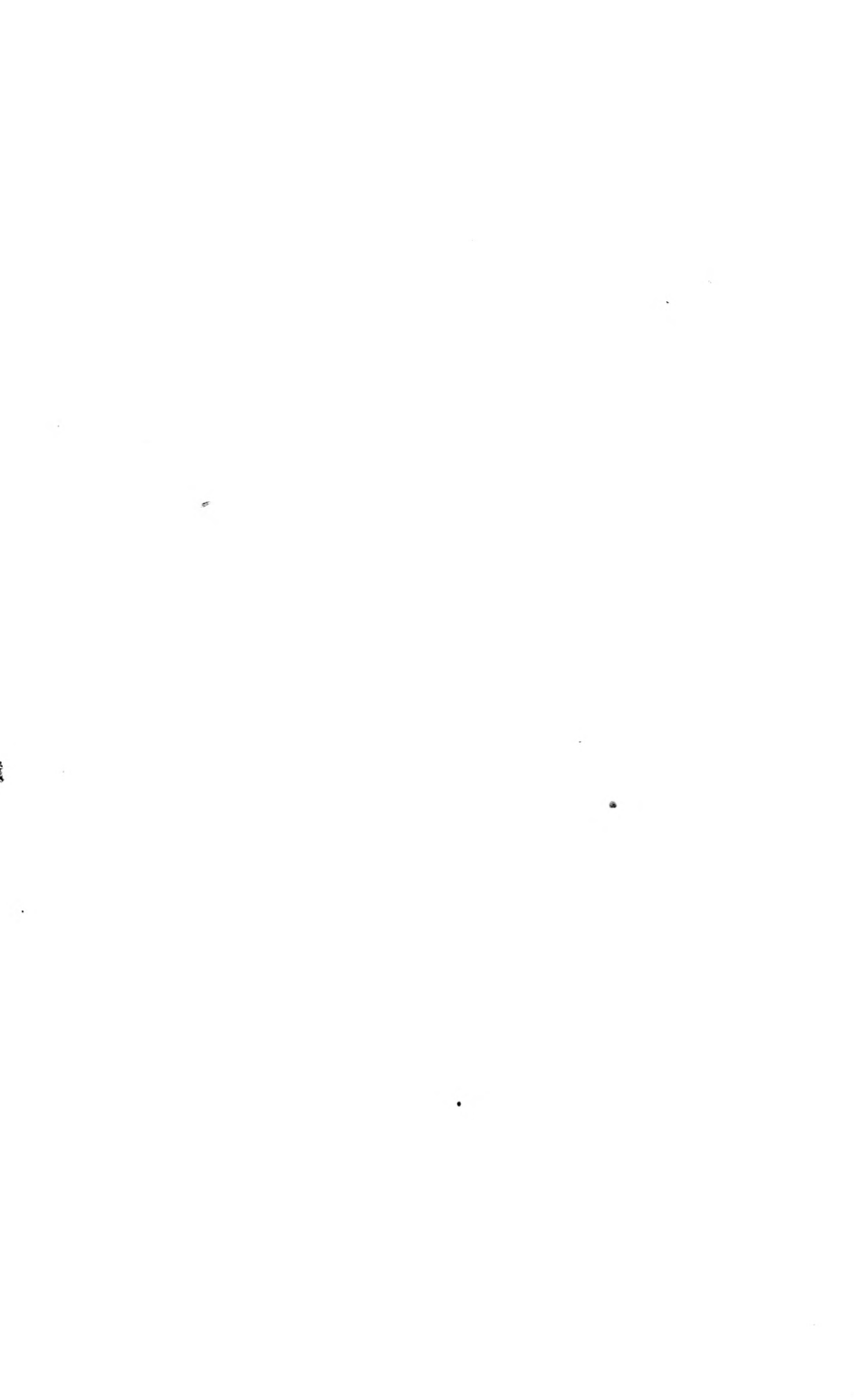
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Lithuanian & Courlanders
Mentor's letter etc

Sir
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History of Portage County, Wisconsin, written by A. G. ELLIS, and read at the Centennial celebration, held at the city of Stevens Point, July 4th, 1876.



STEVENS POINT, WIS.

STEVENS POINT JOURNAL JOB PRINT.

1876.

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J. J.

THE HISTORY.

MR. PRESIDENT, FELLOW CITIZENS, LADIES AND GENTLEMEN:—The government of the United States having existed for a century, on the 4th of July, this year of our Lord, 1876, by common consent a celebration suitable to the Centennial is being made throughout the length and breadth of the land. Congress, on the 13th of March last, passed a joint resolution of the two houses, recommending the people of the State to assemble in their several counties or towns, on this Centennial anniversary of our national independence, and cause to have delivered an historical sketch of said county or town from its foundation; and that a copy of said sketch be filed in the Clerk's office of said county, and an additional copy, in print or manuscript, be filed in the office of the Librarian of Congress; and the same having been further recommended by the President of the United States in his proclamation of the 25th of May last, this paper is respectfully submitted responsive to such resolution and proclamation, as for Portage county and the city of Stevens Point, State of Wisconsin, to-wit:

Portage County is nearly central of the State, having Adams and Waushara on the south, Marathon on the north, Waupaca on the east and Wood on the west. It was set off from Brown county in 1836, comprising what is now Columbia county; Wisconsin Portage (from which the name is derived) being the center. In 1811 the boundaries were much enlarged by the addition of all the territory north of Sauk and Portage, being ranges 2, 3, 4, 5, 6, 7, 8 and 9, east of the meridian, to the north line of the State; it was attached to Dane county for judicial purposes. In January, 1844, by act of the legislature, Portage

county was fully organized and the inhabitants at the same time authorized to make choice by a vote of the people of a seat of justice. This vote was had on the 18th of April of that year. Fort Winnebago, at the Wisconsin Portage, and Plover, were the contesting points. The vote of Bull Falls was understood to have turned the scale, and decided the question in favor of Plover, which thenceforward became the county seat.

The first house built here was by Houghton and Batten. The County Commissioners on the day of 187 granted a tavern license to Luther Houghton at *Rashville*. The house stood a little southwest of the present village of Plover, then called *Rashville*.

The election of officers succeeded in the fall, when the following named persons were chosen, to-wit: County Commissioners, Mathias Mitchell, Benjamin F. Berry and Luther Houghton; Sheriff, Nelson Strong, who appointed Geo. W. Mitchell his deputy; George Wyatt, Clerk of Court, Clerk of County Board and Register of Deeds; John Batten, Treasurer. The first Court was held at Plover, (in a house or store belonging to Keith & Miles) on the 1st Monday of April, 1845, Hon. David Irwin, Jr., presiding. The first case on the docket was that of Abraham Brawley vs. Andrew Dunn and Henry Carpenter.

In 1845 Columbia county was set off with limits almost identical with those of Portage, as taken from Brown county in 1826. Adams county was set off in 1848, Marathon in 1850, and Wood in 1856, leaving Portage with its present constitutional limits. It is about 30 miles square, would be exactly so, but that three townships were nicked off on the south-

west, to be put into Wood county. It now contains, according to public survey, towns 24 and 25, north, in range 6 east, and towns 21, 22, 23, 24 and 25, north, in ranges 7, 8, 9 and 10 east; twenty-two townships in all, having an area of 506,880 acres. The Wisconsin River enters it in town 25 north, range 9 east, and leaves it in town 23 north, range 6 east. The southeasterly part is openings, with scattering bur oak timber; the northeasterly part (but thinly settled as yet) is closely timbered, white pine prevailing. The face of the country is slightly undulating; it is beautifully watered. The streams, besides the Wisconsin, are the Big and Little Plover, Mill Creek, Eau Pleine and Buena Vista Creek. The soil in the openings is sandy alluvion, favorable to agriculture; that in the timbered part is generally heavier, inclining to gravel and clay. Portage county, as indeed Wood and Marathon, was first sought out for its pine timber, and lumbering has been the leading business from the first, though the openings are now well settled and covered with good farms, that branch of industry being found quite remunerative.

Forty years ago this county, with the whole Upper Wisconsin, was an unbroken wilderness; possessed by the Indian tribes, who held the right of soil, Dubay's trading post having the only *house* in the whole region. As early as 1831 Daniel Whitney of Green Bay, having obtained a permit for that purpose from the War Department, commenced the building of a saw mill at Whitney Rapids, below Point Bas. Other parties, Messrs. Grignon & Merrill, soon followed, going further up; and soon land lookers, searchers for pine, were filling the country. This alarmed the Indians, who began to complain to the government agents. In 1836, Gov. Dodge, Supt. of Indian Affairs, negotiated a treaty at Cedar Point, on Fox River, with the Menomonees for a cession of a strip of land three miles in width on each side of the Wisconsin, from Point Bas, 40 miles up the River to Big Bull Falls. This was specially to cover the operations of the lumbermen. In 1839 this cession was ordered surveyed by the Surveyor General at Dubuque, which was done forthwith, Joshua Hatheway, Esq., of Milwaukee being the Deputy Surveyor. This tract was offered at public sale at Mineral Point in 1840, which fairly opened the country to the extent of this strip, at least, to occupation and settlement. Settlers in the proper sense of the term, were at this time (1840) but few. The following named persons are recollected as being in the county at that date: Abraham Brawley, Horace Judd, John G. Hebard, Thomas McDill, Richard Veeder, E. H. Metcalf, Solomon Leach, John Boncher, Antoine Pricourt, Gilbert Conant, Valentine Brown, Charles Maddy, Peter Cane, John Raish, John Eckels, Thomas Harper, James Harper, James Sitherwood, A. M. McCauley, H. W. Kingsbury, Conrad Rotherman, Orrin Mygale, Hugh McGreer, Daniel Campbell, Solomon Story, Peter Barnard.

There is no data whereby to fix the number

of inhabitants at that time in what is now Portage county. It is believed it could not have been more than one hundred. But the opening of the land—the six mile strip—to market, was heralded far and near, and people began to pour in from the southern part of Wisconsin and northern Illinois; and in a few years thereafter the population of the Pinery, including Portage county, might have been numbered by thousands. The water powers, eligible sites for mills, were rapidly taken up; Conant Rapids and Mill Creek were among the first in this county. The first house was that at Dubay's trading post, on the east branch of the Wisconsin River, town 25; but the first saw mill built in the county was that upon Mill Creek, by Abraham Brawley, in 1830. Perry & Veeder occupied a site on this stream about the same time. Campbell & Conant built one on the Conant Rapids of the Wisconsin, the same year. Bloomer & Harper built the following year at McGreer's Rapids, (now Jordan) on Big Plover. In fact the lumbering business took long strides in 1840, 1841 and 1842, mills going up at all advantageous points on the Wisconsin and its tributaries. The commencement of this business of reducing the huge pines to boards and shingles and delivering them at Galena, Dubuque or St. Louis, was a serious undertaking, involving great outlay of capital and labor as well as risk of money, life and limb. Notwithstanding all, it was embarked in by thousands of men, with their teams and outfits, so that in three or four years the woods were alive with choppers, loggers and teams, and the rivers with rafts of logs and lumber. As the business increased, men began to cast about for means of obtaining supplies at less cost than wagoning them all the way from southern Wisconsin or northern Illinois, which brought about a *trial of the soil*. Some of the lumbermen even began raising farm products, and not a few private adventurers risked breaking on the openings and planting both roots and small grain, such experiments proving successful; many of those who had come up into the Pinery with their teams to advance their fortunes in the logging business, changed off their bobbeds for wagons and ploughs and settled down quietly to farming, selling their potatoes, corn, oats, wheat, &c., to the lumbermen. Notwithstanding all, the lumbering business took the lead, engrossing the chief outlays of capital and employment of labor. It is somewhat difficult to furnish an estimate of it as for Portage county at this time, as it was running in constant connection with the whole Wisconsin Pinery from Point Bas to Eagle River. In 1857 the business of the river was estimated to give constant employment to nearly 30,000 men, and the yearly product to be not less than one hundred and twenty million feet, valued here in the Pinery at the sum of *one million, four hundred and twenty-eight thousand dollars*. What proportion of the whole it would be right to put down to Portage county at that time, is somewhat uncertain; surely not less than *one sixth*, which would give 25,000,000 feet, at a valuation of two hundred

and thirty-six thousand dollars per annum! This in 1857.

The market for this lumber at that day was all along down the waters from Portage City to St. Louis, and the only mode of egress was by the rivers. All that is changed now; that is, we are no longer confined to the rivers for means of getting lumber to market. The cars have reached us; we have 3 railroads passing through the county, all of which are used more or less in sending off the lumber, though not all of it goes by cars; a large portion is still committed to the water.

The sending it by cars, however, is working a great change in the business. Formerly there was much uncertainty as to time when returns could be had. It was, is still, but seldom that a fleet leaving here could be got out on the same rise of water. Frequently it required two and sometimes even three floods to carry a fleet to St. Louis; indeed many years the drouth and low waters prevailed to that degree that scarce a fleet of lumber could be got out in course of the season. Rafts lay in the water, filling with sand, the grubs decaying, so that it became necessary to haul and to raft it, all which caused serious delay and great damage. This is avoided by sending by cars. Now an operator going into the woods can calculate with reasonable certainty (by shipping by rail) how long he will have to hold his investment, that is, provided he can make sales—a risk he has to encounter in either case, whether shipping by cars or food.

In 1848, at the treaty of Lake Poygan, the Menominee ceded all their land on the Wisconsin, eastwardly to the Fox River. The surveys followed soon after. The Stevens Point land office was opened in 1853; land sales were rapid; speculation overrun the county; immense tracts of pine and other lands were entered, all which quickened the lumber trade, as also, in a good degree, the farming in Portage county.

In the year 1855-6 certain parties representing the Milwaukee & Horicon Railroad Company, (which road was built and in operation from Horicon north-westerly as far as Berlin) appeared in this county, at Plover and Stevens Point, soliciting aid for the purpose of extending said railroad from Berlin to Plover and Stevens Point. Their negotiations and solicitations were continued here for more than a year, resulting in their obtaining bonds, mortgages and deeds of land in exchange for their stock, as is believed to be an amount little short of \$300,000 dollars. All this time nothing had been done but on paper; not a shovel full of earth had been moved, no survey and location of the road, no right of way obtained, nothing, whatever towards construction. The money crisis of 1857 came on, when, *prosto*, the whole thing collapsed, vanished into thin air. But the operators had secured the bonds and mortgages and the deeds of land, and some years afterwards it was found these securities had gone into circulation, as *commercial paper*. Some of our citizens have since been sued on them and judgments obtained against them. Such was our first experience in getting the blessings of railroads.

The Congress of the United States in 1864 passed an act making a liberal grant of land to aid in building a railroad from Portage City, or from Fond du Lac, Berlin or Menasha, *via Stevens Point* to Lake Superior. After some most unaccountable delay, the Legislature accepted the grant and passed an act chartering two companies, one to build from Portage City and the other from Menasha or Berlin or Fond du Lac, *via Stevens Point* to Lake Superior, and turning over the bonds to them on condition of fulfillment of terms of the charters. Hon. Geo. Reed, of Manitowoc, after many dillicienties succeeded in getting the companies organized—the two consolidated into one and moved towards construction of a railroad. On his first appearance here in 1861, he could get no audience of the people, the "*crow head and bloody bones*" of the old *Horicon* *frank* met him at every turn. With the exercise, however, of a commendable patience and perseverance, he was able, finally to be heard; which being done, the proposition met with favor. It was at once found that Judge Reed, unlike the Horicon gentlemen, meant business; people of the county, especially at Stevens Point, gave most assured countenance and support to the measure; survey and location of the road from Menasha to Stevens Point was made forthwith, and very soon a preliminary survey quite through to Lake Superior. Capitalists to take hold of the enterprise were found in Boston; a construction company with A. C. Colby of Boston and a gentleman from Chicago, E. B. Phillips, Esq., was organized, contracts for building the road from Menasha to Stevens Point soon followed, the road was built and equipped, and the first train of cars arrived in Stevens Point on the 30th day of November, 1872. This was a new era for Portage county; a great impetus to business immediately followed, the city of Stevens Point being chiefly affected by it. That winter and the following summer the work was prosecuted northwesterly, not only through the county, but 100 miles towards Lake Superior. This railroad enters Portage county in town 23 north, range 10 east, and passing through the south part leaves it in town 25 north, range 6 east.

A year after this the Green Bay & Minnesota railroad was built from Winona, on the Mississippi. This road enters the county in town 2 north, range 10 east, forms a junction with the Wisconsin Central about a mile west of Amherst, and passing through Plover, leaves the county in town 23 north, range 7 east.

Besides its main line from Milwaukee to Lake Superior, the Wisconsin Central has a branch railroad known as the "Portage Branch," from Stevens Point in a direct line to Portage City. It is now nearly completed.

The Wisconsin Valley railroad, from Tomah to Wausau, going north, enters Portage county in town 24 north, range 6 east, forms a junction with the Wisconsin Central nearly on the line between towns 24 and 25 north, and leaves the county in town 25 north, range 7 east.

These four railroads, all now built, equipped

with trains running daily, have greatly increased the population and quickened the business of Portage county.* The amount of indebtedness incurred by the county in railroad behalf, is 100,000 dollars in bonds, voted, issued and delivered to the Central in aid of their direct line. A like amount was voted in aid of the Portage Branch; the company, however, through delays, failing to construct the road stipulated time, the County Board repudiated the bonds; the matter is in litigation. These two parcels of bonds for 100,000 dollars each, constitute the entire indebtedness of Portage county.

For several years previous, uneasiness had existed in regard to the location of the seat of justice at Plover, the plea being that it should be at the business center of the county, which was Stevens Point. Frequent discussions and agitations of the matter ensued; finally it was referred to the Legislature, which in 1867 passed an act requiring a vote of the people to settle the question. The vote was had, and carried in favor of Stevens Point, and the county seat was removed in 1869. The county buildings, a court house and jail of beautiful stone, were erected in 1868-9, at a cost of 32,000 dollars.

To return once more to the lumber trade: We have before estimated the product for Portage county in 1857 at 20,000,000 feet per annum, with a valuation of \$236,000. That was nearly 20 years ago; the business has increased vastly since that day; nearly ten times the capital is now invested in the trade; the logging part of it has been comparatively increased, and the number and especially the capacity of the mills greatly enlarged. At that day only the old style of up and down saws was used; these are all now laid aside—made to give place to the rotary. The best of sash saws would cut from 10 to 15 thousand per day; the rotarys now cut from 20 to 30 thousand, and many of them more than that. Besides which very great improvements have been made in the streams for handling logs, such as booms, roll-ways and slides. There are now in actual operation within the bounds of Portage county 25 saw mills, and 16 shingle mills. An experienced, practical lumberman, estimates the quantity manufactured within the county for the year past, from 25 saw mills, at seventy-nine million, nine hundred thousand, and of shingles, from 16 mills, at thirty-two millions. The quantities will be somewhat increased the current year, say not less than 80 million feet of lumber and 40 million of shingles. And all this from pine alone, the immense forests of hardwood being comparatively untouched. This much for the *lumber*.

*.—Old Portage county, before Columbia was set off, had a railroad *defuncto* in early times. It was in what is now Wood county. In 1839, Gideon Truesdale, operating Kingston's, Fay's and Draper's mills, at what was then known as Draper's, now Biron's Rapids, built a wooden railroad a mile and a half east to a small grove of pine, and on which he got out his logs, hauling the car with oxen, yoked *tandem*.

Besides the city of Stevens Point, there are several villages in the county: as Plover, Buena Vista, Amherst, Jordan, Eau Claire, Almound, McDillville and Springville.

Plover, six miles south of Stevens Point, has a population of some five hundred; the two railroads, the Stevens Point and Portage, and the Green Bay & Minnesota, form a junction here, having on each, both freight and passenger trains running daily; it is quite a mart of trade for farmers; has several good public buildings—as a large public school house, two nice churches, a fine grist and flouring mill, and several hotels, smith's shops and stores, with a live newspaper—the *Plover Times*; it is one of the most pleasant places in the county for private residences, with good society.

Amherst, 14 miles east of Plover and some 15 from Stevens Point, is perhaps the most flourishing village in the county; it is directly on the Wisconsin Central Railroad, the Green Bay & Minnesota forming a junction with the Central about a mile west of it; here dwell some of the most enterprising men of the county; there is a population of about six hundred; one church, an excellent public school house, several taverns and stores, and two first class flouring mills. Surrounded by the best farming lands, in the hands of well-to-do, astute pushing operators, Amherst undoubtedly has a most encouraging and hopeful future.

A glance at the farm products for 1875, shows under cultivation:

In wheat.....	12,128	acres
“ oats.....	5,066 $\frac{1}{2}$	“
“ corn.....	8,827 $\frac{1}{2}$	“
“ barley.....	305 $\frac{1}{2}$	“
“ hops.....	379	“
“ rye.....	4,143	“
“ all other crops, including grass,	15,445	“

Total acres under cultivation, . . . 46,295,
at an estimated value of 516,655 dollars.

The assessed value of personal property in the county, consisting of horses, cattle, sheep, swine, farming utensils, manufacturer stock, and other personal property is, \$577,516.95, divided as follow-:

Horses.....	\$ 93,902
Cattle.....	109,022
Mules.....	4,407
Sheep.....	9,930
Swine.....	7,958
Wagons.....	35,275
Watches.....	4,235
Pianos and organs.....	12,035
Shares bank stock.....	5,590
Merchants and manufacturers stock.....	164,326
All other personal property.....	130,915
Total assessed valuation for 1876 of all property, both personal and real is set down at.....	\$2,491,003
$\frac{1}{2}$ should be added for current value.....	830,331

Making a total valuation of both personal and real property of . . . \$3,321,334

A majority of the population of the county engage in agriculture: they have organized a spirited *Agricultural Society*, which has existed

ten years; has a large list of members; Wm. V. Flemming Esq. is President, H. S. Rood Vice President, Wm. Loing Treasurer, and A. J. Smith Secretary. Fairs are held annually, always well attended, and the exhibitions highly credible; the fair grounds are at *Amherst*.

OF MANUFACTURES,

There are but few aside from the lumber trade: chiefly confined to grinding of wheat and other grains; there has been put up, as they were required from time to time 8 feed and flouring mills; the data is not quite perfect, but it is estimated that they have ground, hitherto one year with another, 30,000 barrels of flour and 1,500,000 pounds of course grain—all the product of the county.

The manufacture of flour will doubtless be considerably increased this year, a new mill of large capacity, 5 runs of stone, having just been completed in Stevens Point.

At Stockton there is a very credible establishment for the manufacture of cheese.

Population of the county for 1876 is 14,876.

Portage county as at present organized is divided into 16 towns, besides the city of Stevens Point, 17 in all, to-wit:

Plover, Sharon, Stockton, Stevens Point, Linwood, Pine Grove, New Hope, Lanark, Hull, Grant, Eau Pleine, Buena Vista, Belmont, Amherst, Almond, city of Stevens Point.

The county officers are, John Stumpf, County Judge, J. B. Carpenter, County Clerk, John Eckels, Sheriff, Wm. Albertie, County Treasurer, Ole O. Wogland, Register of Deeds, Wm. H. Packard, Dist. Attorney, Jas. E. Rogers, Clerk Circuit Court, N. G. Humman, County Surveyor, J. O. Morrison, Superintendent Schools.

The *County Board* consists of C. E. Webster, of Almond, chairman; A. H. Bancraft, of Amherst; S. F. Devoin, Belmont; Geo. P. Nugent, Buena Vista; R. B. Whitehouse, Eau Pleine; Adolph Panter, Grant; Robert Maine, Hull; Ira Whipple, Lanark; Gunder O. Wempe, New Hope; Geo. W. Franklin, Plover; A. M. Harris, Pine Grove; Jas. Meehan, Linwood, John Landers, Stevens Point; Henry Cate, Stockton; Jos. Oesterle, Sharon; Stevens Point city; Mathew Wadleigh, 1st Ward; N. H. Emmons, 2d Ward; E. D. Brown, 3d Ward.

There are 82 public and several private schools organized in the county, all in a sound flourishing condition; these schools employed in 1874, according to County Superintendent's report, from time to time during the year, no less than 144 teachers; and it required that year, to keep the schools properly going, 91 teachers continually; the number of scholars in attendance was 3,221; whole number of

children in the county of suitable age to attend school, 4,930.

Amount of money appropriated for all school purposes during the year, . . .	\$30,560.25
Amount disbursed " " . . .	24,568 15
" " paid to male teachers. . . .	5,789.35
" " female " "	12,291.62

There are 82 school houses, built in the county, all in good order—some of them quite expensive; these houses are generally furnished in the most approved, modern style, and are calculated to accommodate comfortably at all seasons no less than 4,300 pupils; the 150 teachers are not only duly qualified according to requirements of the statute, but they are understood to be an emulative corps of educators, equal to any other in the state, and under the direction of our excellent County Superintendent, *J. O. Morrison, Esq.*, are establishing for themselves most enviable reputations, and laying the youth as well as the older ones, under lasting obligations.

There are three live newspapers, the *Times* published at *Plover*, and the *Pinery* and the *Journal* at *Stevens Point*.

There are 14 practicing attorneys, 11 physicians and surgeons settled and in business in the county.

Portage county is an inclined plane, dipping slightly to the south, with neither mountain range nor deep valley—not an acre of waste land; and though 200 feet above the level of Lake Michigan, we are nevertheless, geologically speaking, low down—on the old sand stone; but little clay, and scarce a particle of lime stone is to be found either in Portage county, or all the "Upper Wisconsin"—there is a moderate quantity of marsh, but it is by no means waste land—much of it yields excellent grass, both for pasturage and hay; and better than that, *cranberry marshes* are found here, and with slight improvement, become the best paying lands of all.

Building stone of a superior quality and in great abundance is found along the Wisconsin river; and an excellent quality of brick is made from a mixture of clay and sand, 2½ miles north of Stevens Point.

The future of Portage county can scarcely be doubtful; with her climate unexcelled in salubrity, excellent soil, pure water, her unsurpassed facilities for safe and speedy communication, her great natural resources, her rapidly developing improvements, both physical, moral and social, her excellent schools, her energetic population, with all the elements of moral excellence, her course, under the blessings of a Benign Providence, must be onward and upward, till she shall stand second to none other in Wisconsin; who ever shall take note of her at another *centennial!* will find her densely populated with an intelligent, virtuous, patriotic people.

The City of Stevens Point,

Is near the center of Portage county, in Sec. 32, Town 24 north, Range 8 east, on the east bank of the Wisconsin River; it is the largest town on the "Upper Wisconsin;" and some people have wondered how it came so? In early times—1839 and 1840—head quarters of the "Wisconsin Pinery" were lower down the river—first at Grand Rapids and then at Plover; the latter having been laid out on speculation by Francis Dunn and Moses M. Strong in 1841, and the seat of justice for Portage county soon after located there; large hotels were built both at Plover and at Grand Rapids, and other appointments made with a view to business centers of the Pinery; no one thought of Stevens Point in any such connection; accidentally or otherwise, people were found stopping here; the occupants themselves had not the remotest idea of founding a town; they were merely pursuing their business; which was forwarding supplies from the lower country to Big Bull Falls, which was being done by wagons thus far, where the teamsters came to the end of the road; but they found a good river, and a smooth slack water navigation, for 30 miles up;—to extract a few words from the Stevens Point Hand Book published in 1857: "No one at the beginning had a suspicion that there was to be a town here; it has come to its present size in the "natural way," without force or artifice of any kind. It is made by its location at the foot of a long slack-water in the Wisconsin from Little Bull, and at the head of the great chain of the Conant Rapids. Some 12 years ago, a lumberman—George Stevens, urging his way up the river with a load of goods for Big Bull Falls, stopped his ox wagon and load near the slough, at the foot of (what is now) Main street, put his goods under a few boards, and went back to Portage City for another load. A day or two after his return, he put his goods into a *dug out*, and went up the river. This point thus became a landing and place for trans-shipment from wagons to boats, and was soon known as *Stevens' Point*. A *ware-house* was then found necessary, and the increased resort soon called for a tavern. The raftsmen in their downward

course found it a proper place to make complete outfits for entering the great chain of rapids. Provisions, cable, and other articles were required, which soon produced *stores* of different kinds at the place. Thus matters went on for a year or two, when the owners of the ground were forced to lay off a few lots for building purposes. This decided its fate, and made it a village before either the lot owners or the settlers were aware of the fact."

The lumbermen had occupied Conant Rapids and Mill Creek, as early as 1840; very little had been done at Stevens Point, as far as can be learned, sooner than 1844;—accounts differ very much as to the first building put up in the place; some say it was a *ware house* at the foot of Main street, and built by Chas. Maddy and Henry Mularky; others affirm that in the fall of 1844, Abraham Brawley built a log house on the flat, just above the Shaurette Rapids, which he moved into in December of that year; while still others say that Matthias Mitchell built a tavern house on what is since known as the old Phelps stand; and not to admit the claims of any of these to priority, it is maintained by one who came here as early as 1842, that early in the fall of 1844 Matthias Mitchell built a shanty near the foot of Main street, positively the very first thing in shape of a house, put up in Stevens Point; after all, the preponderance of testimony seems to be in favor of the house of A. Brawley on the flat, as the first one built within the city limits; the ware house followed, and then Mitchell's tavern. The next building put up was a house by Richard Gardner, just west of the store of N. F. Bliss.

The first rapid piece of lumber over Shaurette rapids, was run from Wausau, by Hiram Stowe, in 1842.

In 1845, Richard Johnson built a log house just above Shaurette Rapids on the east side, and commenced damming the Wisconsin River on the rapids, preparatory to building a saw mill; the dam was not completed till 1846-7.

Kingsbury built a tavern house on the south side of Main street in the winter of 1845-6; it was burnt soon after.

The place now became a general resort; two or three tavern houses were up and occupied—one on the south side of Main street, near where the old Doct. Morrison store now stands; the granting of a license to Mr. King-bury by the County Board, is the first notice of *Stevens Point* in the records of that body.

Places to sell goods followed; the first stock that we hear of was by Robert Bloomer; another by the two Mr. Campbells; and being the resort of the river men, saloons became a matter of first necessity; two were soon running—the Star and the Ocean Wave. By this time—1846-7—there were some 20 buildings of all sorts, and Stevens Point was a village. Frontiers men with their wives and children had braved the forest, the climate, and driven their stakes here. Now came the appointments of society and civilization; Miss Amanda Hale, now Mrs. N. F. Bliss, kept a private school—the first in Stevens Point, in a board shanty on the ground now occupied by the Mansion House. A preacher appeared about this time—one of the Methodist persuasion—a Mr. Hurlburt.

A highly respectable physician and surgeon, *Doctor Bristol*, arrived; he rode from Point Bas to Bull Falls; he died in 1848; and was buried in the cemetery *out of town*; that is to say, on a swell of ground since graded down, just in front of Claffin's jewelry store; a worthy man passed away in Dr. Bristol; a "tear to his memory;" would that we could say "peace to his ashes;" but alas! the "march of improvement"—inexorable necessities of a city, removed them from their resting place in the cemetery, and where they now are, who can tell? that grave yard has disappeared; in its place are a graded street, side walks, houses, stores, and other improvements too numerous to mention.

With the doctors and the preachers, came also the lawyers; the people had been peaceable enough so far, but who could think of a town without something to get folks by the ears? Thomas Mormon, John Delaney and Wm. L. De Witt were the first disciples of Coke and Littlejohn. Mr. Mormon represent this district in the Legislature in 1846-7. *

Growing apace, as all great towns always do, it became one of commerce, and must have its money lender; it had one, *John Wetland* was its first banker and broker; he lived where Mr. John Walker's stone block now stands. E. G. Bean assumed to act, (by what authority is not apparent) as a magistrate; his first official act was to unite in the bands of matrimony Mr. J. R. Mitchell with Miss Fannie Luther—these parties of Plover; Mr.

Abraham Brawley, also assuming the magisterial robes, celebrated his first official act in our city by marrying Mr. Henry Blanchere to Mrs. Powe, a widow lady.

But this Esquire Brawley had other matters in hand, than tying knots hymenial or dispensing justice; he was indeed our first representative to the Legislature, as well as immersed head and heels in the lumber trade; but in the midst of all, he found time, as he had occasion, to attend to agriculture; true, he lived on the bottoms that overflowed twice at least a year—a poor place we would say for farming; but stepping back a few paces to higher ground, he fenced, ploughed and planted a fine field where now stands our stone court house; his labors were well repaid; no better corn or potatoes and garden stuff generally ever burthened the earth than Mr. Brawley raised there in 1845 and 6.

Stevens Point was thought by some at this day as rather a rough place; the people at Plover were accustomed to stigmatize it as "up in the Pinery;" out of the pale of civilization, while they were among people of culture and taste, at the county seat. Well, the denizens of the Point accepted the situation without demur; they were in the Pinery, and must submit to their fortunes.

As soon as the ice left in the spring, or even before, the "suckers" began to run up; I need not stop here to tell who or what the suckers were: they were bipeds; and though able to swim on occasion (as when they got knocked off a raft) yet their scales and finny adornments were more imaginary than real; they ran up however every spring in immense shoals, filling all space, and making no little noise, and sometimes creating excitement; they were on the whole a rather harmless, and eminently useful race; their number was anything, from hundreds to legions, according to times and circumstances; while the rafts were running, they were running also, and generally on the water. But let the river go down and the rafts stop, which they did of course every summer; when instantly the suckers, from above, from below, from all quarters, made a "straight shoot" for Stevens Point; there they were counted (no they could not be counted) but they appeared in huge shoals, overwhelming all places and persons; the only wonder is that they were not the fearful roughs the people of refined Plover would have the world believe; they were in fact, generally, under the circumstances, a merry-hearted, generous and well behaved set of boys, as ever ran a river, or pulled an oar; all honor to the suckers; their day is nearly past; the *locomotive* has come and their occupation is about gone.

While on the matter of the rivermen, there are two characters, pre-eminently such of Stevens Point, which we shall be pardoned for noting: the one is the *Raftsmen*—the other the *Pilot*; mention is made of the first in the 13th number of the 1st volume of the *Pinery* news paper, published here in April, 1853; speaking of the river and the rivermen that paper had the following:

"Old Wisconsin.—For the last 8 months this old

*This Mr. De Witt, a son of the venerable Surveyor General De Witt of the State of New York, was an accomplished Civil Engineer, as well as an Attorney, and by direction of the state authorities, in 1850 made a careful survey and reconnoissance of the Wisconsin River, from Point Bas to Big Bull Falls: His report, accompanied with the necessary profiles, and platings, was published in pamphlet in 1851.

"fellow has been so quiet as scarcely to remind us of his existence;—even the children mounted his back and played with his mane with impunity;—he seemed a fallen hero, and so destitute of life that some even doubt his ability to rise again. But the long sunny days of March and April have thawed him out, quickened his sluggish nerves and restored his wasted strength. Like a giant refreshed with a long sleep, he has awakened and shaken himself, and as if 'conscious of a long delinquency in business, he seems in haste to be off towards the Father of Waters. He trembles in every limb, and his voice like the lion's roar, is heard among the rocks; to the intimidated he seems a terror, but not so to the *Raftsmen*;—accustomed to his modes, he treats his roaring and lashing as so much swagger, and mounts his back with as little concern as a jockey would an old hack. Nor is it for mere sport alone that the man of Pines essays such a noble steed; he harnesses him to his chain of a dozen or twenty rafts, and compels him to drag forward in his course to the Mississippi a train that would put to shame that of any railroad in Christendom. Well, the thing is going on here now; and all you down yonder that are fond of "grand sport," should come and see our *Raftsmen* drive old Wisconsin."

Such was the view taken by the newspaper man of the *Raftsmen* in 1833. All those engaged in running out the lumber were *Raftsmen*; but the other class spoken of—the *Pilots*—were few; only those of long experience—skill in managing the whole operation of taking lumber from the mills and delivering it safely at the point of destination—it might be Dubuque or St. Louis—and only those who had character and reputation, were entitled to the more honorable distinction of *Pilots*; they were but few at the day we speak of—twenty at most. The Stevens Point Hand Book speaks of the *Pilots*: s follows:—

"The piloting of rafts over these infernal falls, from Jenny Bull, to and below the Dells, requires great skill, practice, courage, and extreme peril and hard labor.—This branch of the business has produced a class of men known as *PILOTS*, who have become masters, both of the rapids, and the *capitalists* in the lumber trade; as nothing can be done without them; at least in getting the product to market after it is cut out at the mills. When engaging by the day, they make their own terms at from five to fifteen dollars. Those of the better character, with a little means ahead, are accustomed to job the business, entering into contract with the producer to take the boards in pile at the mill, and furnishing all necessary men and outlays at their own cost and charges, to deliver the lumber at Dubuque or St. Louis, at a stipulated price per thousand feet. Partaking somewhat of the rigorous, wild character of the river and its whirlpools, they are nevertheless for the most part, men of generous impulses, energetic, honest and trustworthy; being frequently entrusted not only with the custody of a year's earnings of a large establishment, in its transit to market, but with the sale of

the rafts, the disbursement of large amounts of the proceeds to hands, and the rendition of final accounts to the owners."

As with the Raftsmen so with the pilots; their occupation too is being abridged in a good degree by the locomotive; many of them have not braved the perils of the deep for nought; they have made their business a success, and are quietly enjoying the fruit of their toil.

The old County Board (records p. 89) on the 6th of January, 1847, erected T. 22 N., R. 6 E., into a school district, to be numbered *one* and to be known as the Grand Rapids District.

On the 6th April, 1847, they erected T. 21 N., R. 6 E., (which is our city of Stevens Point) into a school district, to be known as the Stevens Point District; and numbered *two*.

The first election was directed to be held at the house of A. H. Bancraft. We are unable to find any organization of this Stevens Point District at that time, by election of District Officers.

Under date of May 24, 1847, the Board erected T. 23 N., R. 8 E., into a school district to be numbered *three*, and known as the Plover District.

All this time, the County of Portage had never been divided into towns, and was practically under the government of the three County Commissioners.

On the 9th of January, 1849, the Commissioners being B. W. Finch, S. R. Merrill and Wm. V. Flemming, the county was divided into towns as follows:—

"All that part of Portage county south of a line running east and west, one mile south of the north line of Town 23 N., Range 8 E., shall be named the town of Plover; the first election of town officers to be at the house of Geo. Neeves, Grand Rapids.

All that part of the county lying north of the north line of Plover, and south of the north line of Town 27, shall be called and known by the name of Middletown; and the first election shall be at the house of Freeman Keeler, Dubay's trading post;—

All that part of Portage county north of Town 27 shall constitute one town and be known by the name of Bull Falls; the first election to be at the house of Thomas Hinton. We have no data to describe the election and organization of this town of Middletown, which included Stevens Point; tho' it is said A. Brawley was a Justice of Peace, and Samuel W. Rollins, Co-justice.

On the 1st of March, 1850, we find the County Board further dealing with the matter of the boundaries of townships; the only important change made in our affairs, was to remove the seat of government from Middletown to Stevens Point, and ordering elections to be held at the house of Hinton & Phelps.

The town of Stevens Point now fairly set up for itself with regular township government, N. F. Bliss was elected Justice of the Peace, Abraham Brawley, Orrin Maybee, and

Supervisors, Brawley chairman; Jas. S. Young Town Clerk, Ira Vaughan Assessor and Collector, and a Mr. Holden Superintendent of Schools. A. H. Bancraft

was Sheriff of the county, Wm. Griffin was the first Post Master; had to go to Plover for the mails, there being no post route to Stevens Point.

About this time School District No. 1, Stevens Point, was organized; Di-rector, Treasurer, and N. F. Bliss District Clerk; according to the Clerk's report for September, 1850, the school had been taught seven months, by *Miss B. McLaughlin*, who was paid \$20 per month; the number of children in attendance was 66;—30 girls and 36 boys. A new school house had been erected the year before, valued at \$300.

The population at that date (Sept., 1850) was estimated at some 200. Our town was now some five years old;—it was acknowledged the place of transhipment from wagons to boats, (canoes); no practical wagon road having yet been made from this to Big Bull; tho' that place was growing apace; mills having been built there, and a other points above, all which required large amounts of supplies, which found their way from Stevens Point by river in boats. As a central point of business for the pinery, our town had (in 1850) three hotels, four stores, two rousing saloons, black-smith shops, carpenters, mill-wrights, wagon-ers, traders—especially dealers in lumber and shingles; one of the residents of that day hands in the following memorandum: he says "we had two hotels; Joseph Phelps kept the Mitchell House; Brown & Grover kept the City Hotel; the Star saloon was kept by Walton & Walsworth; the Ocean Wave by Sailor Jack and a Mr. Watts;—Matt Campbell and John Campbell, successors to Robert Bloomer, kept store, where Krembs' hardware store now is;—John Strong had a store near Sloth-crow's old store;—the principal traders and business men were, Matthias Mitchell, lumber dealer and owner of the town site; Young & Maybee, lumber dealers; Thos. Hinton, lumber dealer; A. Brawley, mill owner and lumber dealer; Campbell & Brothers, merchants and lumber dealers; B. Finch, lumber dealer; Valentine Brown, Horace Judd, Azro Mann and Angus McCauley, river pilots; Jas. Crandall, boarding house keeper; Seneca Harris, boot and shoe maker and dealer; Anson Reed, builder and merchant; Francis Lamere, boarding house; O. Wiswald and J. Young, hotel keepers; John Welland, money lender and banker."

Some enterprising parties, J. L. Prentice surveyor, had explored easterly as far as the branches of Wolf river for a road, hence called the Green Bay road;—it served the purposes of selecting and to siting farms, and extending settlements in that direction as far as To-morrow river, and a little beyond. To this time, Gills Landing on the wolf river, was just being heard of; but scarcely a wagon track from there here was known;—there was a road traveled somewhat, from Strong's landing on the Fox river, (near Berlin) through to Plover;—but practically nearly all the supplies came up the great wagon road from Galena.

A strip of land three miles in width on each side of the Wisconsin had been brought into

market as early as 1840;—the land office then being at Mineral Point;—the Indian title to the Upper Wisconsin country generally, was extinguished in 1848, and the lands were surveyed and in market soon after. In August, 1852, Congress passed an act creating two new land districts;—one at La Crosse, and one at Stevens Point; the latter was opened the summer of 1853;—Abraham Brawley having been appointed Register, and Albert G. Ellis Receiver. It was thought sales would hardly pay expense!

How different the result? The rush was unprecedented; the offices were thronged night and day; the Register and Receiver were soon compelled to double their clerical force, to keep up current business; the thoroughfares were crowded;—new stage lines had to be established for the road, and new hotels for the travelers;—the money was coin;—all gold in those days; many thousand dollars went into the Receiver's office daily; two, three and even four clerks were kept on the road carrying off the funds to depositaries, at Dubuque and Chicago.

Stevens Point felt the impulse; population began to increase;—new buildings went up in every direction; the Painters thought the Millennium had come sure.

Our citizens began to think they could no longer exist without a railroad; and speculators in that line at Milwaukee were of the same opinion;—in 1851, agents of the Milwaukee & Horicon railroad appeared here soliciting bonds and mortgages, and deeds of conveyance in exchange for their stock, promising to have the cars here from Berlin within a twelve month;—our people responded;—bled freely;—not less than 400,000 dollars worth of securities were handed over to these agents; we are charitable enough to believe that they intended to build a road! Alas for human hopes! A money crisis, succeeded the good times, and the Horicon railroad scheme vanished.

Next came the hard times;—credit was at an end; everybody suspended, and our flourishing little city collapsed with all the rest of the world. Prices of lots went down;—buildings in the outskirts were without occupants; we had a great fire in 1858, which swept half the business part of the town; these vacant buildings in the outskirts were found of use; they were moved in to replace those destroyed by the fire; this process has been repeated;—for we have endured two destructive conflagrations within the last decade.

In the midst of all this, some ambitious minds could no longer endure township government;—application was made to the Legislature; and in 1858, that body granted us a city charter. The city of Stevens Point by that charter, was nearly 2½ miles square, embracing within it about 4,200 acres.

The charter was accepted by the people; the first election held on the 26th day of June, 1858.

Wm. Scholfield was chosen Mayor.

A. J. Aldrich, Marshal.

C. B. Jackson, Police Justice.

H. B. Martin, Treasurer.

U. J. Cone, Assessor.

C. B. Curtis, City Clerk.

W. F. Agnew, Surveyor.

The *Aldermen* were: A. G. Hamacker and Valentine Brown, 1st Ward. H. Furgason and Martin Perkins, 2d Ward. Anson Rood and S. W. Homsted, 3d Ward.

For the next ten years, matters progressed with few changes; the shock occasioned by the late money crisis gradually wore off; the energy of our people restored business; especially that of the *lumber trade*; it was continually on the increase;—in 1865, the product of our Stevens Point operators in the trade, either as producers or jobbers, could not have been less than 50 million feet of boards; besides lath, pickets and shingles. At this time our communication with the world below was by wagons; no cars nearer than 60 or 70 miles. *

In 1869, we had a new excitement about railroads; Hon. George Reed of Menasha, (or Manitowoc,) suddenly dropped down upon us, proposing to talk railroad to our people; no one would listen; the *blessings* of the old Horicon fraud had not yet healed, it was long before he could be heard;—at last an audience was given, and it was perceived that he was in earnest, and had the wherewith;—that is to say, charters from the Legislature controlling the application of the large land grant made by Congress in 1864, to aid in building railroads from Berlin, Fond du Lac or Menasha, and Portage City, to Lake Superior; and Congress having made our city a point in the proposed railroad, we could not well be given the go-by, provided one should ever be built at all, on the grant.

After numerous consultations our people looked with favor on the undertaking, in the hands of Judge Reed; they nominated a director as for this city, and pledged the corporation for certain amounts of local aid—to pro-

* The Wisconsin is not a navigable river up stream;—it was attempted in 1850;—the *Enterprise*, Capt. Harris, a boat of 100 tons burthen, ascended as far as Point Bas, laden with Mill iron and lumberman's supplies for Clinton & Rablin; the water falling, she encountered untold difficulties in getting down again; the navigation of the Wisconsin, above the Dells, was considered impracticable. About the year 1853, an enterprize was set on foot, by Anson Rood, and others to navigate the river from Stevens Point, upwards, to Little Bull Falls, and thence to Wausau;—a small boat, the *Nothman*, was put on, under steam; a year or two after a larger boat—the *City of Stevens Point*, was built, and the next year the *Wausau*, for the short route between Little Bull and Wausau;—these boats run for some three years; before any good wagon road had been made from Stevens Point to Rig Bull;—as soon as that was well accomplished, the transportation business, and most of the travel, went to the road by wagons and stages;—the boats, no longer paying well, were run out and sold on the lower river.

sure the right of way and make a survey and location from Menasha to Stevens Point. It took two years to mature all plans, find capitalists to advance moneys, to make contracts and construct the road; but it succeeded at last; and on the 20th of November, 1872, our people had a celebration over the arrival of the first train of cars from Menasha! It decided the fate of Stevens Point;—our population in 1869 was about 1200;—business was with a slow coach; many were disheartened, and we were accustomed to hear every day, people talking of leaving. Our population now is over 4000;—nobody is going away, but everybody seems coming. Property—town lots,—have doubled, trebled in value;—all kinds of business has revived;—the town has spread out in all directions, and no longer any doubt about our success.

The Wisconsin Central Railroad, (with the Milwaukee Northern and its connection directly to Green Bay, Milwaukee and Chicago) is one of the institutions of the state; it has built, equipped and is operating 180 miles of new road; besides the Portage Branch, 78 miles, now nearly complete. She is finishing her main line through to Ashland—equal to about 340 miles in all of her own railroad proper, besides her connections south of Menasha. Stevens Point is her headquarters, having her extensive freight and passenger depots, her turn table, round house and new, extensive *machine shops*, all here.

Within the last few days, a new railroad move is on foot;—to-wit, an extension of the Green Bay & Minnesota railroad from Plover to Stevens Point;—a survey of the route has actually been made, and as we understand, estimates are being prepared to enable the company to determine the question of extending or not.

As a few of the improvements worthy of note in our city, we may mention, first, our extensive *water power*, central of the city, on the Shaurette rapids of the Wisconsin River;—this dam is considered permanent—furnishing a vast power, but a small portion of which is thus far utilized;—there are on it, two grist and flouring mills—one quite new and first class, built of stone in most substantial manner, of a capacity of 5 or 6 hundred barrels of flour a week; built and owned by Messrs, *Lampert, Wagner & Co.*

The water power is chiefly owned by ex-Mayor Clark, who has an extensive lumbering establishment upon it; all the improvements being as yet on the east side. Mr. Clark has just completed the rebuilding of his saw mills, at a cost of 8 or 9,000 dollars! In all he runs 22 saws; two double rotaries— with gang edgers and trimmers for each;—all the machinery is new and of the most approved kind;—the mill is calculated to cut 100 thousand per day when in full operation, and is doubtless one of the most complete in the Pinery.

There are a number of other mills of various description running by steam;—four saw mills and six shingle mills. But a most important improvement touching the lumbering interest is the STEVENS POINT BOOM; it is supposed to be permanently built, at a cost of about

40,000 dollars; having a capacity of 100,000,000 feet of logs.

The railroad company has extended side tracks to all the mills on both sides of the river, which facilitates the shipment of lumber and shingles by rail; nineteen million feet of lumber and thirty-six millions of shingles are said to have gone out by rail the current year.

Our institutions of literary and moral character, are not excelled by any town of its size in the state. We have a Catholic Church with a very large congregation, and Sunday school; there is an excellent private school by the Catholic Sisters of Notre Dame, attached; a second Catholic Church is in progress of erection, in the northern part of the 1st Ward.

We have five Protestant Churches well attended, with Sunday schools in all. Our public schools are worthy special mention; they are under supervision of a *Board of Education*, created by special enactment, consisting of six members—two from each ward;—the schools are graded into five departments, occupying four buildings with nine different schools; nine teachers, besides a Principal;—the number of children in the city attending both private and public schools the past year, is something over 1200.

On the 5th of March, 1875, the Legislature passed an act providing for the establishment of "Free High Schools," whereby towns, villages and cities, in addition to their common schools, might, on a vote of the inhabitants, organize free schools, of a higher grade, than under the common law, and provide for the teaching of such branches as should fit the pupils for entrance into the State University, on certificates of the local School Board; the benefits to the towns, villages and cities, of this law, will be very great;—it is understood our city Board of Education have taken measures for securing the advantages of this act, by the immediate establishment of a Free High School in the city of Stevens Point.

The amount of moneys received from all sources into the School District Treasury for the year past is 4,998 dollars. The amount disbursed:—

To teachers is.....	\$3,862
For other purposes.....	1,086
Total.....	\$4,948

Of *five proof buildings*, of stone, brick, and two brick vancered dwellings, there are a dozen and a half—all fair structures;—the other one thousand buildings, are wood—dry pine, inviting the element, which has for the third time swept the business part of our little city;—these conflagrations have incited our people—business men and property holders, to find protection;—prevention if possible of these destructive fires; the outcome of which has been the organization of a most vigorous, efficient *Fire Company*, and the furnishing of the city with fire engines—of which there are two—a hand engine and a *steamer*; the latter a splendid affair, at a cost, as is said, of forty-seven hundred dollars; it has paid for itself and more already; we have scarcely had a *fire* since its appearance.

There are several other institutions in the

city for moral, religious and intellectual improvements, among which is a *library association and reading circle*, comprizing the intelligent portion of the population;—it has existed five years and is steadily advancing; exercising a marked influence for good; it has regular meetings for reading, for discussions, and social intercourse; a handsome library of some volumms, and promises well for the future.

The population of the city, as per census taken one year since, was 3363;—	
Assessed valuation of property.....	\$669,819
To which at least one third should be added for current value.....	223,273
True value.....	\$893,092

We have said the city is on the east side of the Wisconsin river;—this must have a slight amendment;—there are some three mills, and thirty houses on the west side, and beyond doubt the town will extend on that side rapidly. A substantial bridge, on five stone and timber piers, spans the river at foot of Clark street—a quarter of a mile above the Shaurette dam; the railroad bridge of the Wisconsin Central,—a structure of iron, on four stone piers, spans the river a quarter of a mile below the mill dam.

Stevens Point is not without a fair supply of the learned professions;—of	
Attorneys at law, we have.....	10
Physicians and Surgeons.....	7
Cleghymen.....	8
Civil Engineers.....	3
Professors and Teachers of Music.....	15
Qualified Teachers of Schools.....	20
Editors and Authors.....	6
Daguerrian Artists and Portrait Painters... 3	

Resident Officials.

- Hon. G. W. Cate, Member of Congress for 5th Congressional District.
- Hon. G. L. Park, Judge of Circuit Court.
- Horace Grant, Esq., U. S. Post Master.
- Jas. P. Dorsey, Esq., Gauger.
- James E. Rogers, Clerk Dist. Court.
- John Eckles, Sheriff
- Frank Wheelock, Under Sheriff.
- John Stumpf, County Judge.
- J. B. Carpenter, County Clerk.
- Wm. Albertie, County Treasurer.
- Gle O. Wogland, Register of Deeds.
- Wm. H. Packard, Dist. Attorney.
- W. G. Hinman, County Surveyor.
- J. O. Morrison, Co. Supt. of Schools.
- John K. McGregor, Principal of Schools.

Of the City Council.

- Hon. J. D. McLean, Mayor.
- Frank Wheelock, Marshal.
- N. F. Bliss, Police Justice.
- Alexander Krembs, } Aldermen 1st Ward.
- John O. Johnsen, } Ald. 2nd Ward.
- Owen Clark, } Ald. 3rd Ward.
- E. R. Herren, } Ald. 3rd Ward.
- John Slothower, } Ald. 3rd Ward.
- John Ball, } Ald. 3rd Ward.
- John Stumpf, City Clerk.
- James Bellinger, } Policeman.
- Edward Dunegan, } Policeman.

Almanson Eaton, City Attorney.
R. H. Estabrook, City Physician.
J. L. Prentice, City Engineer.

The Board of Education

Hon. G. L. Park, President.
Wm. Weston, Owen Clark, Geo. W. rt., E. D. Brown.

A. G. Hamacker, Clerk.

Of the Fire Company.

Henry Curran, Chief.
Charles Krembs, Foreman.

Of the Various Societies.

MASONIC.

Forest Chapter of R. A. Masons, No. 34.

Charles Chafee, H. P.
H. D. McCulloch, K.
J. K. McGregor, Sec.
John Cadman, Treas.

Evergreen Lodge, No. 93.

Chas. Chafee, W. M.
A. F. Wyatt, F. W.
John Cadman, J. W.
Emmons Burr, Sec.
A. G. Hamacker, Treas.

Monadnock Encampment No. 59, I. O. O. F.

L. D. Conery, C. P.
M. W. Blanchard, G. P.
J. H. Smith, S. W.
W. P. Goodhue, S. C.
John Stumpf, Treas.
J. B. Marshall, J. W.

Shawrette Lodge, I. O. O. F., No. 92.

M. W. Blanchard, N. G.
J. H. Whiting, V. G.
A. M. Pratt, Sec.
L. D. Conery, Treas.

Stumpf Lodge, I. O. O. F., No. 225.

John Stumpf, N. G.
David Lutz, V. G.
Wm. B. Koppe, Sec.
Jacob Lutz, Treas.

I. O. of G. T.

J. D. Wyatt, W. C. T.
Olive Aldrich, W. V. T.
J. T. Kean, W. R. S.
J. D. Whitney, W. F. S.
Martha Grant, V. T.
Alex Empey, W. M.
Mrs. Gottery, W. A. M.
Clara Wert, I. G.
Fred Richardson, O. G.
E. C. Sennett, L. D.
Rev. D. W. Smith, W. C.
J. H. Carlisle, P. W. C. T.

I. O. of G. T. No. 2.

W. C. T.—S. L. Bean.
L. H. S.—Emma Redfield.
R. H. S.—Lizzie Clark.
W. S.—F. L. Jackson.
W. F. S.—F. Redfield.
W. T.—Mary Albertie.
W. M.—Sam. Davis.
A. M.—Virginia Brawley.
A. S.—Addie Packard.
P. W. C.—C. H. Lincoln.

I. G.—Jennie Beedle.
O. G.—Fom Boyd.
W. C.—Mrs. Walts.
W. V. T.—Rhoana Page.

Stevens Point Library Association.

President—E. R. Herren.
Vice President—D. L. Jones.
Sec.—Webster Brown.
Treas.—H. D. McCulloch.
Librarian—Mrs. L. S. McCulloch.
Executive Committee—W. R. Barnes, Mrs. D. R. Clements, Miss Julia Curran.

Stevens Point Ladies' Benevolent Society.

President—Mrs. S. Hungerford.
Sec.—Mrs. Dr. Phillips.
Treas.—Mrs. Dr. McCulloch.

Wisconsin Central Railroad.

President—Gardner Colby.
Vice President—Charles Colby.
Genl. Manager—E. B. Phillips.

Germania Männerchor.

President—Jacob Lutz.
Vice President—John Stenger.
Secretary—Anton Ortmaier.
Treasurer—John Weutrich.

Temple of Honor

W. T. C.—D. L. Jones.
W. V. T.—L. R. Lamb,
P. W. T.—E. R. Herren,
W. R.—W. E. Brown.
W. A. R.—G. W. Hungerford.
W. F. R.—W. A. Osborn.
W. T.—P. C. Cladin.
W. C.—A. A. Joss.
W. M.—W. R. Barnes.
W. A. M.—J. E. Smith.
W. G.—A. J. Thomas.
W. S.—K. Johnson.
L. D.—H. McDonald.

Juvenile I. O. G. T.

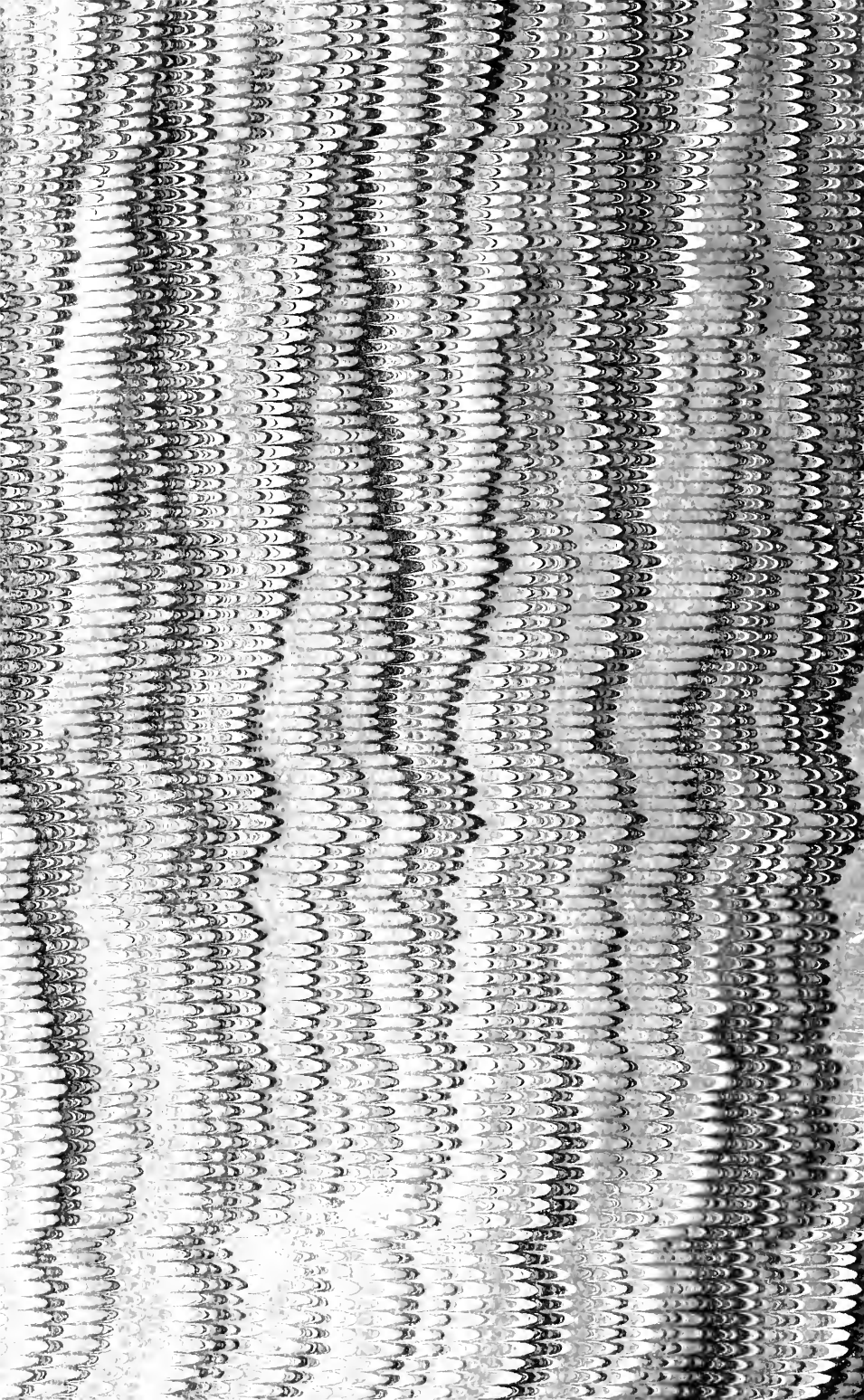
Superintendent—Mrs L. M. Smith.
Executive Committee—Mrs Elizabeth Gottery,
Mrs Emma Carlisle, Herman George, Mrs Lida
Knox.

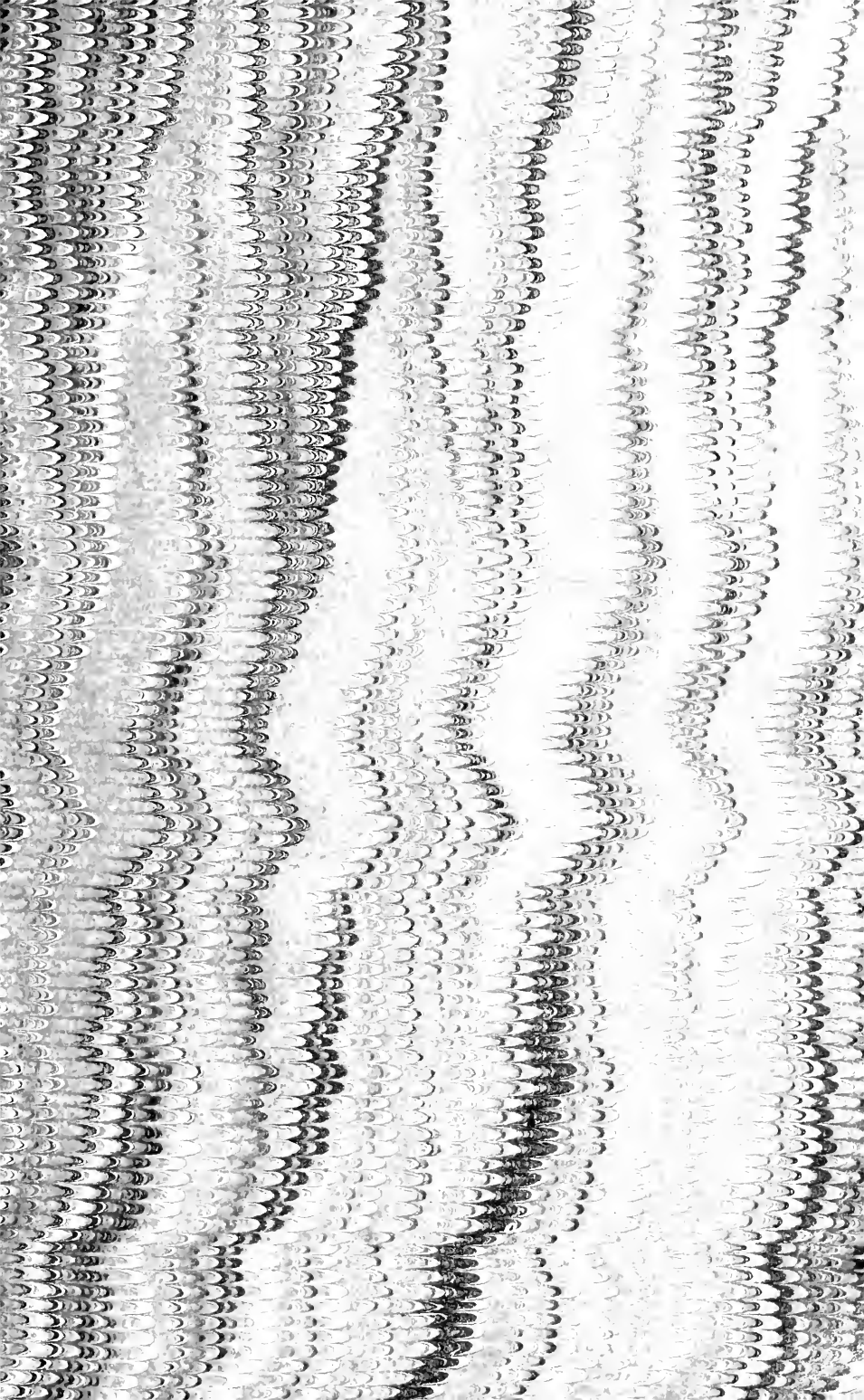
C. T.—Wm Gottery.
V. T.—Emma Kingless.
Chaplain—Edward Gottery.
R. S.—Henry Hamacker.
A. R. S.—Elizabeth Gottery.
F. S.—Harry Raymond.
Treas.—Nellie Hungerford.
P. C. T.—Lucy Hungerford.
Marshal—Walter Wert. *
Ass't Marshal—Jennie Empey.
Inside Guard—Clara Allen.
Outside Guard—Robby Rood.
Right Supporter—Hatty Davis.
Left Supporter—Anna Slothower.

Thus have we set forth something—not by any means all that ought to be said of Stevens Point. As a point for business, where the enterprising man may find his exertions rewarded with abundant success;—as a pleasant, agreeable, healthy location for family residence, and one of good social and moral influences—for all these it may be most truly commended to the searcher for a western home. A fine salubrious climate, a beautiful location on a large river, with two new railroads connecting us directly with the world, north, south, east and west;—the plat nearly level, just undulating enough for good drainage; pure water, both of the Wisconsin river, and only 12 feet below the surface, uniformly pure and sweet; the

city has 4000 inhabitants, with good improvements; a hundred houses, being in process of erection to-day. Some of our neighbors have kindly suggested our being already overgrown—that another year will witness our decline—our population seceding! This has been said by them of us for the last ten years, all the while, however, our population steadily increasing, improvements extending in all directions, till now it is fairly conceded that such an amount of capital is invested here, in real-estate, mills and machinery, in stores, hotels, churches, school houses, &c., &c., as sets that question at rest. Seventy years hence, when Stevens Point shall celebrate its CENTENNIAL, what may we not expect her to present?—but that she will continue her upward par-
onward course;—that wealth and population

will greatly increase, till her marts of trade will be crowded, her streets bordered with fine buildings, her institutions of education, religion and morals multiplied;—refinement and intelligence mark the character of her people—all this and much more it is but reasonable to look for;—and if we who now inhabit here, be true to our trust—handing down to our children the blessings of our free government, with our institutions, young though they yet are, of education, moral and civil, unimpaired, may we not hope to bequeath to our state a community of virtuous, patriotic people, an honor to our names, emulating in their turn our example of handing down to their children those priceless gifts of liberty and freedom to the latest posterities.





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