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MILWAUKEE

SEVENTY-FIVE YEARS
A CITY

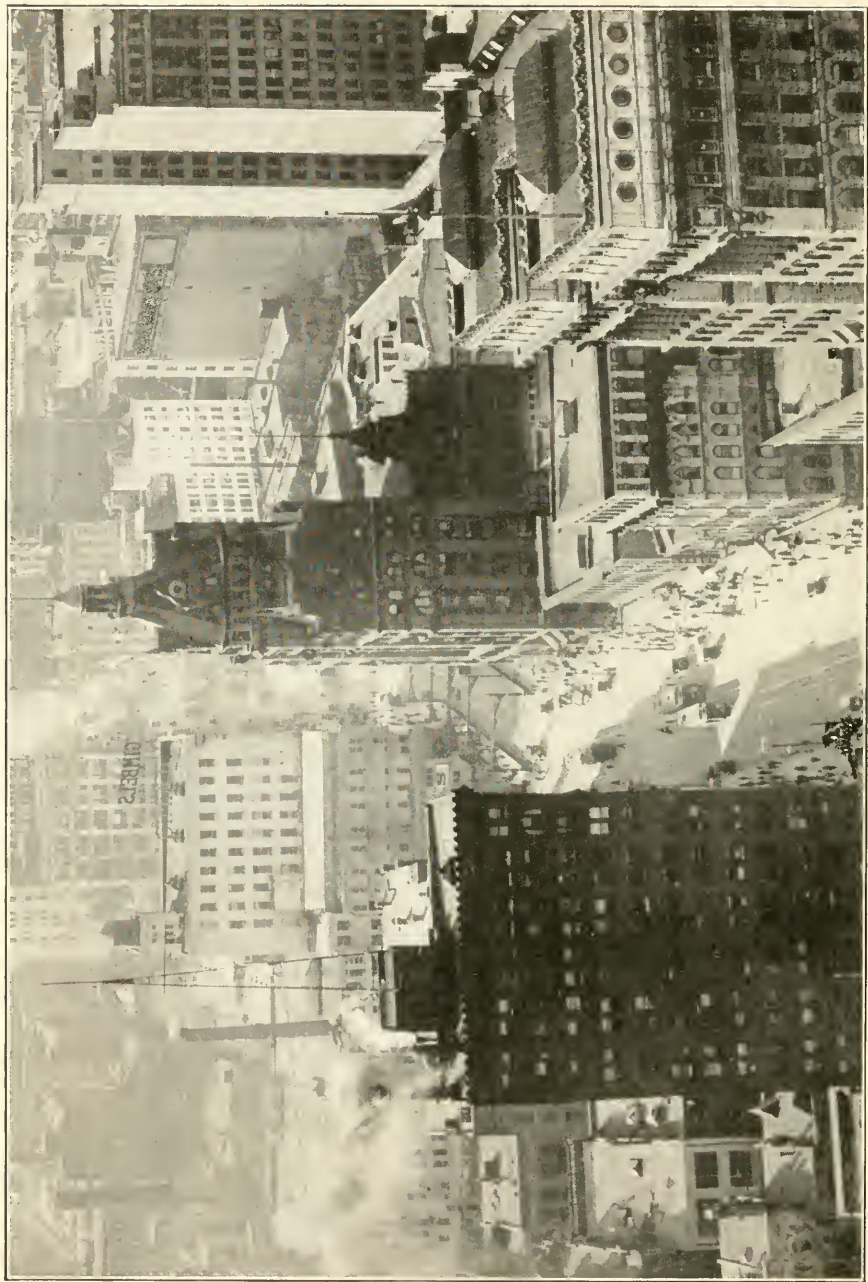
A Book of Present-Day Milwaukee
Together with a Brief Historical
Review of Its Growth and
Achievements

1921

Dedication: To the Pioneers, whose courage, integrity and industry established the firm foundations of a city which in its day of power remembers with gratitude the earnest men and women who came to dwell and build in the wilderness.

Published by the
Milwaukee 75th ANNIVERSARY COMMITTEE

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Courtesy of Milwaukee Sentinel

Aeroplane View of Downtown Business Section of Milwaukee Looking West on Wisconsin Street and Grand Avenue

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This Is the City the People Built

1846-1921

1846 — Population 18,000

1921 — Population 522,655

WHEN people ask "What kind of a town is it?" they really want to know what kind of a town it is to live in. It is convention and not human interest that continues the time-honored custom of beginning every account of municipal development with columns of statistics. There are cities that qualify on the side of business, but which nobody wants to live in any longer than he has to.

If Milwaukee has one outstanding reason for civic pride, after rounding out three quarters of a century, it is the fact that here has been developed a great manufacturing center which is at the same time acknowledged to be one of the most beautiful and desirable places of residence in America. One must have visited the important factory towns of the world to appreciate how rare this combination is, how striking, to those who know industrial centers only as places spoiled for everything but sheer toil, the spectacle of a city that is mighty in industry yet unsurpassed in beauty and remarkable for one lack—the absence of slums and tenement districts. There is no better method of directing attention to Milwaukee's inherent soundness as a community than to emphasize at the outset the fact that the homes of this city, be they large or small, are very little less than 100 per cent neat, clean and habitable. It means more than the mere words signify when one of the world's great manufacturing cities can boast of more shade trees than any other place of equal size on the Continent.

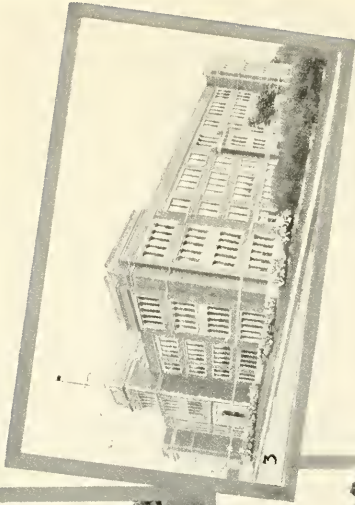
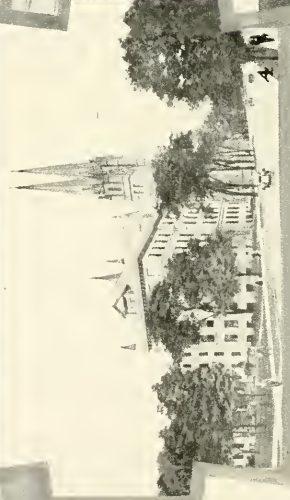
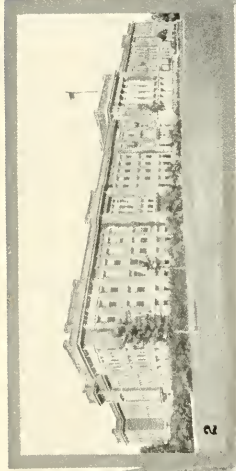
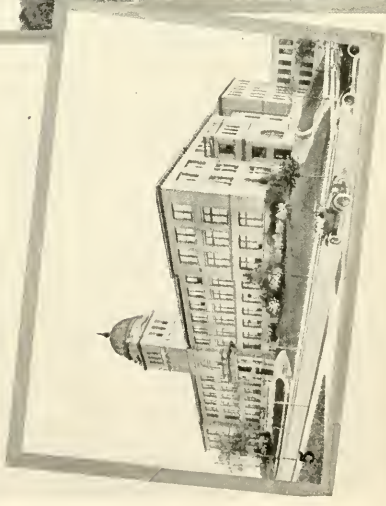
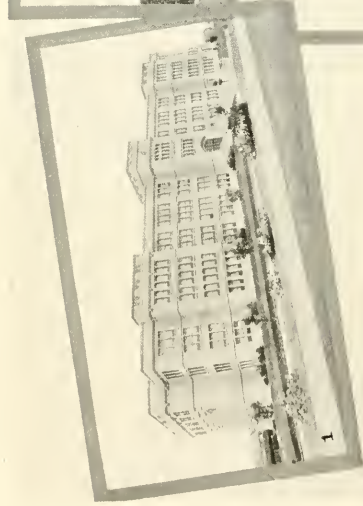
There is a pride beyond statistics in the broad, clean, well-lighted streets. All of which is preliminary to the statement that Milwaukee is a good place to live as well as a good place to work.

Founded by a trader, Milwaukee is a city marked by the solid qualities arising from a steady development on sound commercial lines. No accident of war, no caprice of a ruler, no stampede of adventurers was responsible for the establishment of a city here. A white man bent on the peaceful mission of trade came and built his cabin of logs and from that day to this the story of Milwaukee has been one of consistent growth in commercial power and importance.

The story of Milwaukee is the story of a community, not of a locality. The city



Looking East on Wisconsin Street



1. Washington High School
2. State Normal School

3. Riverside High School
4. Marquette University and Gesu Church
5. South Division High School

6. North Division High School
7. Milwaukee-Downer College

Milwaukee Seventy-five Years a City

is what it is because the earnest character and practical aims of the pioneers set in motion activities that attracted the clear headed and steady rather than the visionary and restless type of settler. They came from every part of America and, as years went on, from every country in Europe, but it has always been the singular good fortune of Milwaukee to be favored by the type of man who believes in work rather than adventure as a means of getting on in the world. This is the real story of Milwaukee—not anecdotes of squabbles among the early villagers, not the narration of a big fire—but the story of the assembling here of half a million people whose antecedents touch every part of the world and who speak many different tongues, but who possess to a remarkable degree the common characteristics of thrift and industry.

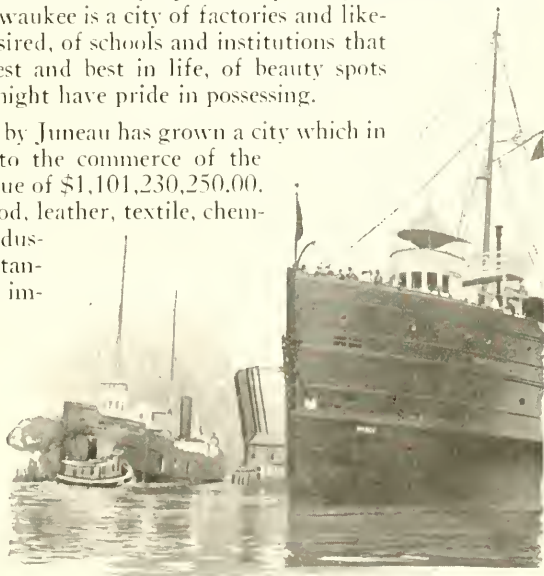
The people and not the place have made Milwaukee great. The Indian village that Juneau found beside the curving bay had not the strategic advantage of position that caused some cities to grow simply because of converging lines of trade. It may fairly be said that the single advantage possessed by the early-day Milwaukee, as compared with numerous other settlements in the same region, lay in its harbor.

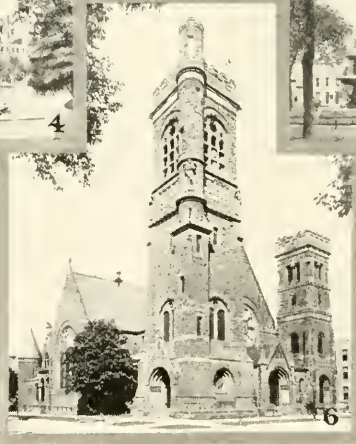
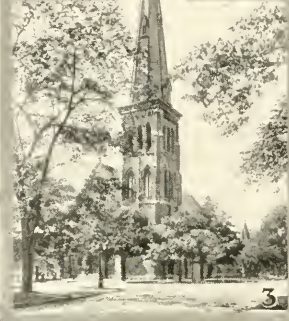
The lure of gold fields and oil wells draws one kind of man. Rushes and hegriras without number there have been in quest of the pot of gold at the end of the rainbow. Milwaukee was not even in their beaten track from East to West. Besides when a tanner settles in the market town of a farming district and begins to make leather, he is not joined by the gambler or the man who moves often for the love of change. The builder is found by his own kind and they come to build with him.

So it has come about that Milwaukee has, in every period of the city's existence, had a population characterized by the strong domestic tastes, the thrift and persistent energy always found in a people mainly occupied with essential industries. That is why Milwaukee is a city of factories and likewise a city of homes to be desired, of schools and institutions that minister to all that is highest and best in life, of beauty spots which any city in any land might have pride in possessing.

From the hamlet planted by Juneau has grown a city which in the year 1920 contributed to the commerce of the world products of a total value of \$1,101,230,250.00. The metal trades and the food, leather, textile, chemical and wood-working industries are credited with substantially three-fourths of this impressive total—a case where figures are an eloquent index to the kind of city that has been built.

From the earliest period the Milwaukee settlers gave evidence of an understanding that business is not the sole





1. Grand Avenue Congregational Church
 2. Second Church of Christ Scientist
 3. All Saints' Cathedral
 4. St. Josephat Church and Kosciusko Park

5. St. John's Cathedral
 6. St. Paul's Church
 7. St. James and Gesu Churches
 8. Grand Avenue M. E. Church

and ultimate interest of humanity. In the sense that many other settlements went through that experience, it never had a "wild west" stage, because the settlers were nearly all of a class that had no time for riotous and reckless living. The pioneers very early turned their thoughts to the subject of education and a public school was opened in 1836.

Education

Milwaukee is proud of its schools. The present public school system was established in 1847 and the first district schoolhouse on Cass Street, between Brady and Pleasant, was named in honor of Solomon Juneau. In the first three years there were 648 pupils enrolled, with an average attendance of 375. In 1921 the city has seventy-six public schools, with an attendance of more than 60,000 pupils and a teaching staff of 1,600. The practice of naming the schoolhouses after prominent men continued until 1880, after which time they were designated by district numbers. The first kindergarten was established in 1879. The teaching of German was started in April 1859, being advocated by Mr. Ferd. Kuehn, then a member of the school board from the 6th Ward. In addition to her public schools, Milwaukee has a splendid system of private and parochial schools as well as private institutions for academic college education. In 1885 the Milwaukee State Normal School was established here. As the industries grew in Milwaukee, business colleges were established and today there are several private colleges for training in business and technical courses. The Milwaukee School of Engineering is a rapidly expanding institution established to provide technical training, under a system which combines class room study with practical experience in the manufacturing concerns of the city.

Marquette University

Marquette University, built upon the foundation of what was for many years Marquette College, is Milwaukee's largest institution of learning and, with the sole exception of the State University, the largest in Wisconsin. Incorporated as a college in 1864, the institution broadened its field and was chartered as a university in 1906. In the same year the new building adjoining the Gesu Church was erected. Milwaukee Medical College affiliated with the University and the Milwaukee Law School became its Law Department. In 1912-13 the University acquired possession and control of Trinity Hospital and the schools of medicine, dentistry and pharmacy of Milwaukee Medical College, and purchased the property of the Wisconsin College of Physicians and Surgeons, on the corner of Fourth Street and Reservoir Avenue. A complete re-organization of the medical faculty was effected and a four-year course established, this course to be preceded by two years of prescribed arts and science work and followed by one year of service as an interne in a hospital. In respect to entrance requirements and clinical and laboratory equipment, the standards of the American Medical Association were fully met and Marquette College of Medicine has since 1915 been accorded a "Class A" rating by that association.

Similarly high standards were established for the other professional schools, new buildings were erected and students flocked to the classes in numbers which proved that the university filled a real need of the city.



1. Bird's-Eye View Northeast from Plankinton
Arcade.
2. West Water Street.

3. Bird's-Eye View from Union Depot
4. Grand Avenue, East from Third Street
5. Mason Street, looking East

6. Down Town

As now organized Marquette University consists of the following departments:

Arts and Sciences, Applied Science and Engineering, Dentistry, Economics, Journalism, Law, Medicine, Music, Training School for Nurses, Marquette Academy. A summer school is also maintained.

For the session of 1920-21 the number of students enrolled at Marquette was 3600. The members of the faculty number 275 and the university occupies eleven buildings. A large new gymnasium will be ready for occupancy in October, 1921 and several additional buildings are to be erected shortly, including one for the School of Dentistry.

The University is non-denominational and includes in its faculty and student body men and women of all faiths. It is likewise co-educational and admits women to all of the professional schools.

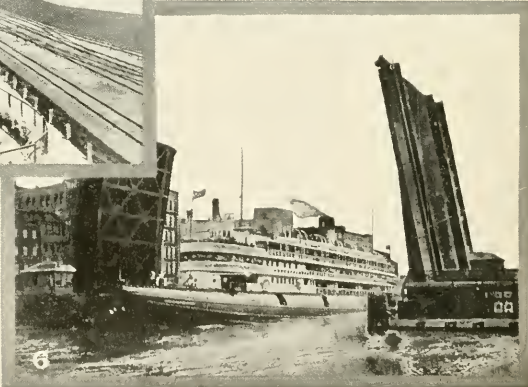
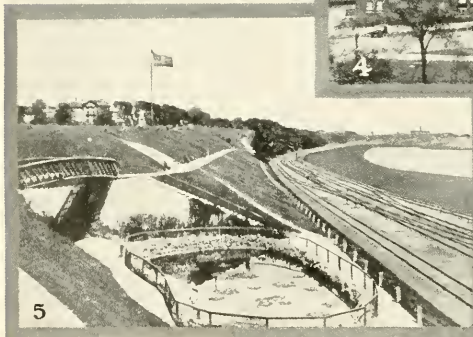
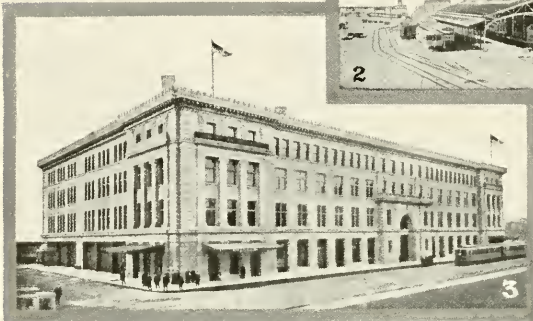
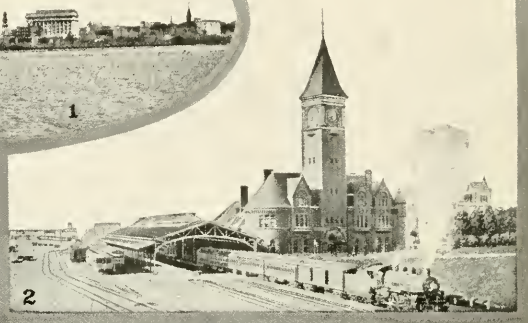


City Hall

Milwaukee-Downer College

In Milwaukee-Downer college the city has one of the oldest and best institutions for the higher education of women in the Middle West. Milwaukee College, which was chartered in 1851, and Downer College, which since 1855 has been located at Fox Lake, Wisconsin, were united in 1895 to form the present institution. The college has occupied the present site on the upper East Side since 1899, when Merrill Hall and Holton Hall, the two oldest buildings of the fine group now standing there, were completed. The campus includes about forty acres of land, with fine natural woods and athletic fields for outdoor sports. Since 1910 Milwaukee-Downer Seminary, formerly a department of the college, has been maintained as a separate school, under the control of the trustees and the college president. The college faculty has forty-two members.

Milwaukee-Downer confers the degrees of Bachelor of Arts, Bachelor of Science, Bachelor of Science in Arts and Bachelor of Science in Nursing. Graduates of the college receive from the State Department of Education an unlimited certificate for teaching, on the same conditions as do graduates from the University of Wisconsin. The departments of art and music are exceptionally well organized and equipped. Since 1918, when it was first established as an emergency war measure, a course in occupational therapy has been offered,



1. Sky Line from Government Pier
2. Chicago and Northwestern Depot
3. Public Service Building
4. "Milwaukee" Road Depot
5. Juneau Park, looking North
6. Whaleback Steamer Christopher Columbus

and in that connection the excellent facilities of Columbia Hospital, located near the college, are available. A department of domestic science was opened in 1901 and now offers a four-year course in home economics.

In the Greene Memorial Library Milwaukee-Downer has a collection of 15,700 volumes and approximately 6000 pamphlets. The Thomas A. Greene Memorial Museum is particularly rich in minerals and fossils and contains also the Lapham collection of Wisconsin antiquities, a part of the Dr. J. A. Risce collection of Mexican antiquities and many other objects of interest to students. The endowment fund, which in 1916 amounted to about \$216,000, was in that year increased by \$500,000 in a campaign conducted by alumni and friends of the institution. In equipment, as in the quality of instruction given and the influences with which students are surrounded, Milwaukee-Downer takes high rank among American colleges for women. The declared purpose of the founders was "to secure an institution for the liberal education of women, at once distinctly Christian and distinctly non-sectarian."

Public Library

The Milwaukee Public Library had for its nucleus the collection of books formed by the Young Men's Association, which was formed December 8th, 1847. Names that stand out in the history of Milwaukee appear in the committee of organization, which consisted of S. Osgood Putnam, Edward P. Allis, John H. Van Dyke, Edward D. Holton, H. W. Tenney, Garrett Vliet and I. M. Mason. For many years the library established by this association was housed in rented rooms and in 1878, when by act of Legislature the Public Library was created, the association's collection of 9,958 books was turned over to the city as a free gift. John Plankinton erected the first building occupied by the Public Library, on the property at the north-west corner of Grand Avenue and Fourth Street, where at one time Byron Kilbourn lived. There the library remained until the present building on Grand Avenue between Eighth and Ninth Streets was erected.



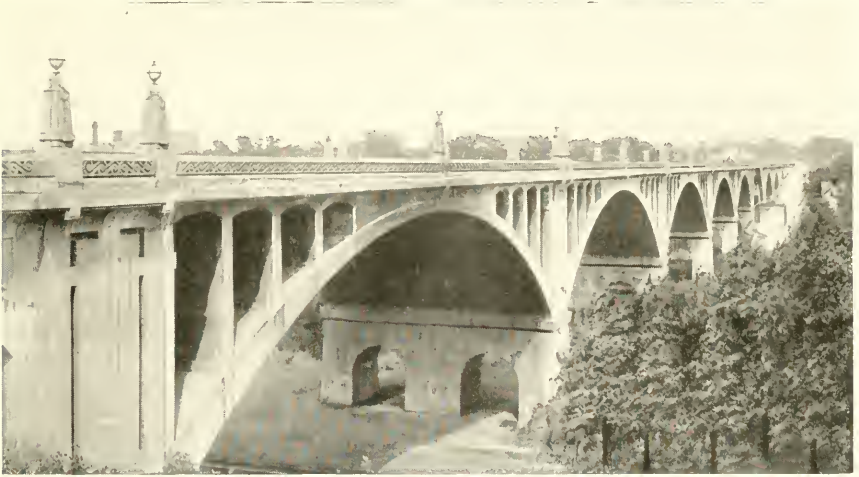
Public Library and Museum Building



1. Republican House
2. Hotel Astor

3. Hotel Plankinton
4. Hotel Wisconsin

5. Hotel Pfister



Grand Avenue Viaduct—The Gateway to the State

In 1921, with its collection of 410,148 volumes, the Milwaukee Public Library ranks eighth in size among the libraries of the United States. As regards intelligent effort to make the institution actively a part of the educational agencies of the city and to popularize its use, the library is unsurpassed in America. A circulation for home use, in 1920, of 1,801,907 volumes placed it in the front rank in that respect. Estimates indicate that the number of personal visits to the library for purposes of study is approximately 1,000,000 per annum. That is, the library is used to that extent apart from the number of persons who draw books for home use.

The cost of circulating a book in Milwaukee is 10 cents, as compared with 24 cents in Boston, 21 cents in Pittsburgh, 16 cents in Detroit and 13 cents in St. Louis and Seattle. The library has a total of 213 distributing agencies, including 11 city branches, 72 county branches and 49 deposit stations in factories and work-shops and various other institutions. Supplementing these agencies are 450 class room sets of books in 67 public and parochial schools. Special emphasis is laid upon reference work at the main library, which contains one of the largest and best equipped reference departments in the country, embracing about all the material essential to a separate business branch library.

The Public Library maintains also a well equipped Municipal Reference Library in the City Hall. Its purpose is primarily to collect and classify information on all sorts of municipal subjects and problems which members of the Common Council, city officials or others may be led by their duties or interest to investigate.

Music

Music has since the earliest days of the city been the object of particular attention in Milwaukee. The first musical society, the Beethoven, was organized in 1843, with E. D. Holton as president. The Milwaukee Musical So-



1. Sacred Heart Sanitarium
2. Columbia Hospital
3. The Milwaukee Hospital

4. Trinity Hospital
5. St. Mary's Hospital
6. St. Joseph's Hospital

ciety has existed since 1850 and had for its first director a renowned musician, Hans Balatka. The Milwaukee Liedertafel dates from 1858 and the Arion Club, the Lyric Club, the A Capella Choir and many other organizations that continue to flourish were formed in later years.

The population has always included a large proportion of music lovers. For many years summer opera was maintained at Schlitz Park, now a public pleasure ground renamed in honor of Increase Allen Lapham and a place of which thousands of the older residents have pleasant memories. Many famous artists of other days sang at Schlitz Park and a high standard of excellence marked the performances. In 1886 the national saengerfest of the North American Saengerbund was held in Milwaukee and brought together the greatest assemblage of musical societies that had been seen in the United States up to that time. Attention had been particularly directed to the city as a musical center at the Buffalo saengerfest of 1883, when the male chorus of the Milwaukee Musical Society, under the direction of Eugene Luening, carried off the highest honors.

Popular concerts have always been in high favor. Through many years the Bach concerts at West Side Turner Hall gave enjoyment to lovers of good music. That a taste for the better quality of music continues is attested by the large attendance at the popular-

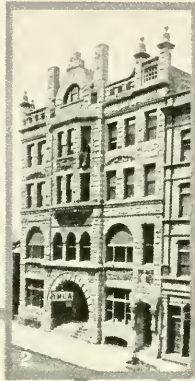
priced Sunday afternoon symphony concerts given every winter at the Auditorium. With the completion of the Auditorium the city acquired facilities for the adequate presentation of grand opera. Park concerts, provided at municipal expense, enjoy an immense popularity and give pleasure to thousands in the summer season.



A Downtown Section (Site of Juneau's Trading Post)

Public Museum

In addition to the public library Milwaukee has one of the most wonderful museums in the world. The Public Museum of the city of Milwaukee was founded in 1883. It is, therefore, thirty-seven years old and has made remarkable progress in this relatively short time. Founded with an appropriation of only \$6,000 per annum, its mill tax rate now gives it an appropriation of approximately \$140,000 per annum. It occupies over three-quarters of the Museum and Library Building at Eighth Street and Grand Avenue and it is the largest, strictly municipal museum in the United States.



1. First Wisconsin National Bank Building
2. Y. M. C. A. Building
3. Milwaukee Athletic Building
4. The Majestic Building
5. Wells Building
6. Chamber of Commerce
7. Northwestern Mutual Life Building



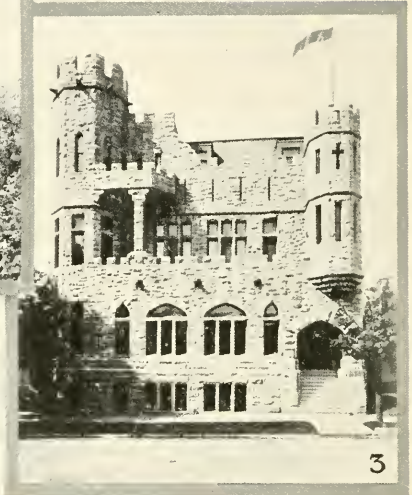
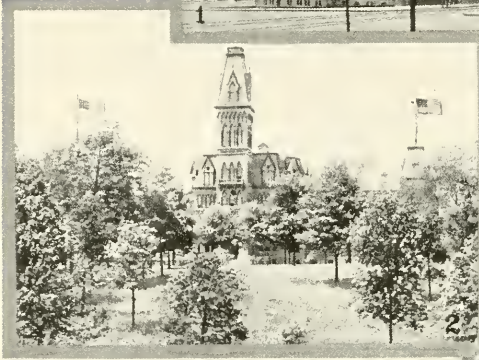
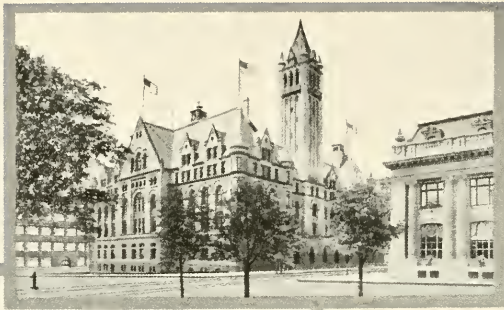
The Auditorium

Its collections number over a half million objects, covering all of the various branches of science, and are housed in glass cases and in other suitable manners on the three exhibition floors of the institution. Its series of life-size environmental groups of ethnology, history, mammalogy, ornithology and invertebrate zoology are very extensive and comprise one of the most important features of the entire institution.

Its lecture work is very extensive, lectures being given to school children in large numbers and also special courses for adults, particularly the Sunday afternoon course of public lectures. All told, during the year 1920 about 80,000 people attended lectures at the Museum. The attendance at the Museum numbers about 600,000 visitors per year.

Sewage Disposal

At the present moment Milwaukee is engaged in a work of municipal improvement in which it is the pioneer and which by its magnitude and importance has attracted attention all over the world. Its purpose is to prevent the pollution of the lake waters by constructing a plant which will so treat the sewage as to produce a clear effluent from which 90 to 95 per cent of the bacteria have been removed. A total expenditure of \$5,000,000 is contemplated for works designed to dispose of a maximum of 85,000,000 gallons of sewage daily, a capacity which it is estimated will be required by the year 1930. The plans provide for a further extension of the capacity to 130,000,000 gallons daily, which is the estimated requirement for 1950. A large amount of sewer construction work has been completed in preparation for this enterprise and the disposal plant is now being built near the harbor entrance, on land recovered from the lake at a cost of \$500,000. Milwaukee spent \$350,000 for investigation and experiment in connection with this great undertaking. The engineer in charge comments on these experiments as being "so far as the writer knows,



1. Post Office
2. National Soldier's Home
3. Ivanhoe Commandery

4. Layton Art Gallery
5. Wisconsin Club
6. Lake Front Water Tower

the most extensive investigations ever made by any one city in any one line of municipal improvement." The process to be employed is known as the activated sludge system. It is calculated that there will be an \$18 per ton return from dried sludge, of which one ton will be produced from every million gallons of sewage. The dried sludge contains 4.5 per cent nitrogen as ammonia. The great merit of the enterprise, however, is its value as a sanitary measure.

Linked to the Atlantic

It is quite within the bounds of probability that long before Milwaukee's centenary is celebrated the city will enjoy the advantage of direct water-borne commerce with all parts of the world.

Milwaukee already has access to the Atlantic, but not on a scale adequate to make the route commercially practicable. Many years ago a small vessel carried grain direct from the Milwaukee docks to England. Some 150 vessels left the Great Lakes for ocean service during the war, the longer ones cut in half to enable them to pass the locks of the Welland Canal and the canals of the St. Lawrence.

In June 1919, the steamer *Lake Grampian* carried a cargo of flour from Milwaukee direct to Queenstown, Ireland. The cargo comprised 4,000 tons the limit of capacity fixed by the Welland locks. Canada is spending \$75,000,000 to enlarge these locks. The old locks are 240 feet long, 30 feet wide and 14 feet deep. The new locks will be 800 by 80 by 30 feet. Carriers cannot engage profitably in ocean trade short of a capacity of 8,000 tons or over, and these can be accommodated by the improvements under way.

The United States is asked to participate in the canalization of the St. Lawrence for a distance of less than 50 miles, covering the famous Lachine rapids. The river must be dammed to provide locks to neutralize the drop of 221 feet, and this will involve a joint expenditure by the Canadian and United States Governments of \$200,000,000 to \$300,000,000. Hydro-electric power aggregating 4,000,000 horsepower will be developed as a by-product. The revenues, it is pointed out, would pay the bonds required to finance the canalization of the St. Lawrence in a few years. The coal thus saved is estimated at 25,000,000 tons a year, New England's annual consumption.

The International Joint Commission of Canada and the United States which is investigating the proposition in the two countries has held hearings in the leading cities in the Great Lakes section and endorsement of the project was almost unanimous. The report of the engineers will establish the feasibility of the development, after which the Joint Commission has three months to submit a report and recommendations to their respective governments.

In its review of year 1920, the First Wisconsin National Bank points out: "Most of the great territory lying between the Allegheny and Rocky Mountains will be served by this ocean waterway. This area produces two thirds of the exportable products of the United States. It supplies 76 per cent of the wheat, 85 per cent of the corn, 72 per cent of the live stock, 55 per cent of the wool, 70 per cent of the cotton, 94 per cent of the iron ore, 47 per cent of the lumber, 69 per cent of the petroleum, 60 per cent of the bituminous coal and produces nearly 50 per cent of all our manufactured products.

"The traffic on the Great Lakes now amounts to 100,000,000 tons a year. The opening of the sea-route will greatly increase it. It is estimated con-



1. Grain Elevators 3. Coal Barge
2. Car Ferry 4. Coal Docks, Menomonee Valley
5. Menomonee Valley looking Southwest.

servatively that from \$12,000,000 to \$15,000,000 will be saved annually from grain shipments to Europe alone. The saving to farmers of the country for all agricultural products will be many times that amount.

"The Great Lakes have fifty-four grain terminals, the Atlantic seaboard only ten. Milwaukee is 400 miles closer to the ports of Europe by way of the St. Lawrence than by way of the port of New York, while the increase in freight rates by rail has, during the past few decades, in effect doubled Milwaukee's distance from tide-water.

"It means much to Milwaukee and Wisconsin to have this city made an ocean port, but it means more to Iowa and other adjacent territory, which will ship its exports through Milwaukee to avoid present congestion at Chicago and the eastern terminals. This congestion has cut the average distance traveled by a loaded freight car about 12 miles a day, figures show; a cargo steamer can make more than that distance every hour.

"The completion of the Great Lakes-St. Lawrence project will help Wisconsin to realize the prophecy of history. Wisconsin's portages were the keystone of the waterway's arch from Quebec to New Orleans, for they connected Lake Superior with the Mississippi through the Bois Brule and the St. Croix, and Lake Michigan with the Mississippi through the Fox and the Wisconsin. These were established not long after the Pilgrims landed at Plymouth, and enabled the French, with a comparatively small military force, to dominate the American continent for many decades. Often the floods of the Wisconsin swept over its banks and overran the mile and a half between the Wisconsin and the Fox, and thus its waters found an outlet into the Great Lakes and so down the St. Lawrence to the Atlantic."

Milwaukee's Diverse Products

Not only is Milwaukee one of the largest industrial centers of the United States, but it is known as the city which produces a greater diversity of manufactures than any other. A summary of the city's activities compiled by the Milwaukee Association of Commerce gives a comprehensive view of the city's principal industries and advantages:

Iron and Steel. Milwaukee is one of the largest steel casting centers and has turned out some of the largest castings made in the United States.

Machinery. Has some of the largest machinery shops in the world. Is a large producer of water-pumping, ice-making and refrigeration machinery. Has exported more excavating machinery than any other city in the country.

Engines. Has turned out large Diesel engines, the largest gas engines, Uniflow engine and a majority of the gas engines built in the United States.

Traveling Crane. Has the largest and best equipped plant for the manufacture of electric traveling cranes and hoists in the United States.

Mine Hoists. Constructed the largest mine hoist units in the world.

Car Works. The third largest locomotive and car works in the United States, the largest owned by a railroad corporation.

Gears and Controls. Milwaukee leads the country in the manufacture of herring-bone gears for power transmission and gasoline locomotives for mining and plantation use. Leads the world in making controlling devices for electrical apparatus. Furnished the electric firing controls for many battleships in the United States Navy and most of the automobile controls used in the country.



Grand Avenue, looking West

East Water Street, looking North

Refrigeration Machinery. Is an important center for the construction of ice-making and refrigeration machinery.

Enameling. One of the largest tinware and enameling producers in the world.

Saw Mills. Manufacture 75 per cent of the heavy saw mills machinery made in the United States.

Boat Motors. Makes more outboard, detachable rowboat motors than any other city in the world.

Motorcycles. Milwaukee leads the world in the manufacture of highest quality motorcycles.

Automobile Accessories. One of the largest general automobile accessory manufacturing centers in the United States.

Leather and Shoes. Milwaukee manufactures a more varied line of leathers than any other city in the United States. Is one of the leading shoe manufacturing cities in America. Its tanneries are among the greatest in the world.

Temperature Regulation. Was the pioneer in temperature regulating devices and leads the world in the manufacture of this line.

Rubber Tires. Maintains one of the leading rubber tire manufacturing plants in the United States.

Dyes. Has since the war built up the second largest dye industry in the United States.

Trunks and Grips. Is one of the three larger trunk and grip manufacturing centers in the United States.

Clothing. Stands as the eleventh city in the production of clothing.

Candies and Chocolates. According to population makes more candy and chocolates than any city in the United States.

Delicatessen. Sends fresh rye bread daily to nearly all sections of the United States. There is also a wide distribution of a large variety of fine prepared meats.

Dairy Capital. Is the metropolis of the greatest dairy state in the Union.

Automobiles. A nationally known automobile company completed in Milwaukee in 1920 a plant that covers fourteen acres and is a model establishment. Milwaukee has also the largest plant in the world devoted to the manufacture of automobile frames.

Shippers

Harbor. One of the best on the Great Lakes. Navigation open all the year round. Fourteen steamship lines, including two car ferries operating across Lake Michigan; three lines of break-bulk steamers; six lines of steamers connecting with the lower lakes; and three lines for shore traffic. The inner harbor is equipped with 29 coal receiving plants, receiving a total of 5,000,000 tons with a capacity of handling 100,000 tons every ten hours, and with 18 terminal warehouses, with 525,135 square feet of floor space. In the number of vessels entering and leaving, Milwaukee is the second port on the Great Lakes.

Rail Transportation. Milwaukee is next to the largest freight contributing point on three great systems of railway, the Chicago, Milwaukee & St. Paul, 10,392 miles; the Chicago & Northwestern, 10,169 miles; the Soo Line, 3,977 miles; and is an important terminal of the Grand Trunk System 8,541 miles, and the Pere Marquette lines, 2,319 miles. An outer belt line is maintained by the Chicago & Northwestern, and another is contemplated by the "Milwaukee" road.

Interurban Lines. Convenient connections with the most important cities and villages within a radius of Milwaukee, extending south, southwest, west and north. Total, 278 miles. Commodious terminals are provided.

Grain Operations. Next to Chicago, Milwaukee is the largest primary oats market in the United States, and is the second largest corn market in the country. Milwaukee now has upward of forty firms which receive and sell grain seeds, hay, etc., a consignment and storage and shipping elevators with a total annual capacity of 20,000,000 bushels of grain; a milling industry consisting of three flour mills of a combined capacity of 5,420 barrels of wheat and rye flour per day; two oat meal mills, 1,900 barrels per day; two corn products mills which require 7,500,000 bushels of corn per annum for their capacity use; and a linseed oil mill which absorbs the flax seed receipts at this market.

Street Car Service. 101 miles, most of it double track, within the one-fare limit. By a transfer system it is possible to ride twelve or more miles for a single fare, and one line carries many passengers nine miles without change of cars and for a single fare.



AEROPLANE VIEW OF THE CENTRAL

Hotels. Milwaukee is provided with many good hotels, several of which have national reputations for excellence. Hotels now building and contemplated will give the city exceptional facilities for housing the ever-increasing numbers of visitors that are attracted by the numerous conventions that are held in Milwaukee.

Health. Is one of the most healthful cities in the United States. While the business section lies in a valley, the elevations which surround it afford most delightful residence sections and excellent drainage.

Parks and Boulevards. The park system is the admiration of all visitors. Every section of the city has its own park. Park area: City, 950 acres; adjacent to city, 352 acres.

Civic. One of the most orderly and law abiding cities in the nation, having a lower percentage of vice and crime than any other large city.

Education. The standard of its school system is the highest. It maintains a great university, a state normal school, several colleges and is the first American city to maintain completely equipped trade schools as a part of the common school system.



BUSINESS SECTION OF MILWAUKEE, 1921

Manufacturing Summary

A condensed statement of the city's manufacturing and wholesale business for the year 1920 shows a total of 1609 firms engaged. The aggregate capital employed was \$520,460,210 and the wages paid amounted to \$195,007,045. Further statistics for the year are:

	No. of Employees	Value of Products
Metal Trades.....	62,125	\$ 330,515,889
Food Industry.....	11,271	163,640,564
Leather Industry.....	12,181	93,452,791
Textile Industry.....	13,750	76,899,927
Chemical, Drug and Allied Industries.....	5,712	62,269,223
Wood Products and Allied Industries.....	8,938	57,663,390
Various Industries.....	6,917	46,746,222
Building Trades Industry.....	7,319	22,481,828
Total Manufacturing.....	128,213	\$ 853,669,834
Jobbing and Wholesale Business.....	5,893	247,568,416
Grand Total.....	134,106	\$1,101,238,250



1. McKinley Beach
2. Golf Links Lake Park
3. Gordon Park Swimming School

4. Mitchell Park
5. Play Grounds, Kosciusko Park
6. Ice Skating Races on Milwaukee River



1. Sunken Garden, Mitchell Park
2. Washington Park
3. Kosciusko Park, Boating

4. Humboldt Park
5. Washington Park Bridge
6. South Shore Beach



1. Clark Square
2. Fifth Ward Square
3. Concert at Lake Park

4. Sherman Park
5. Lincoln Park
6. Walker Square



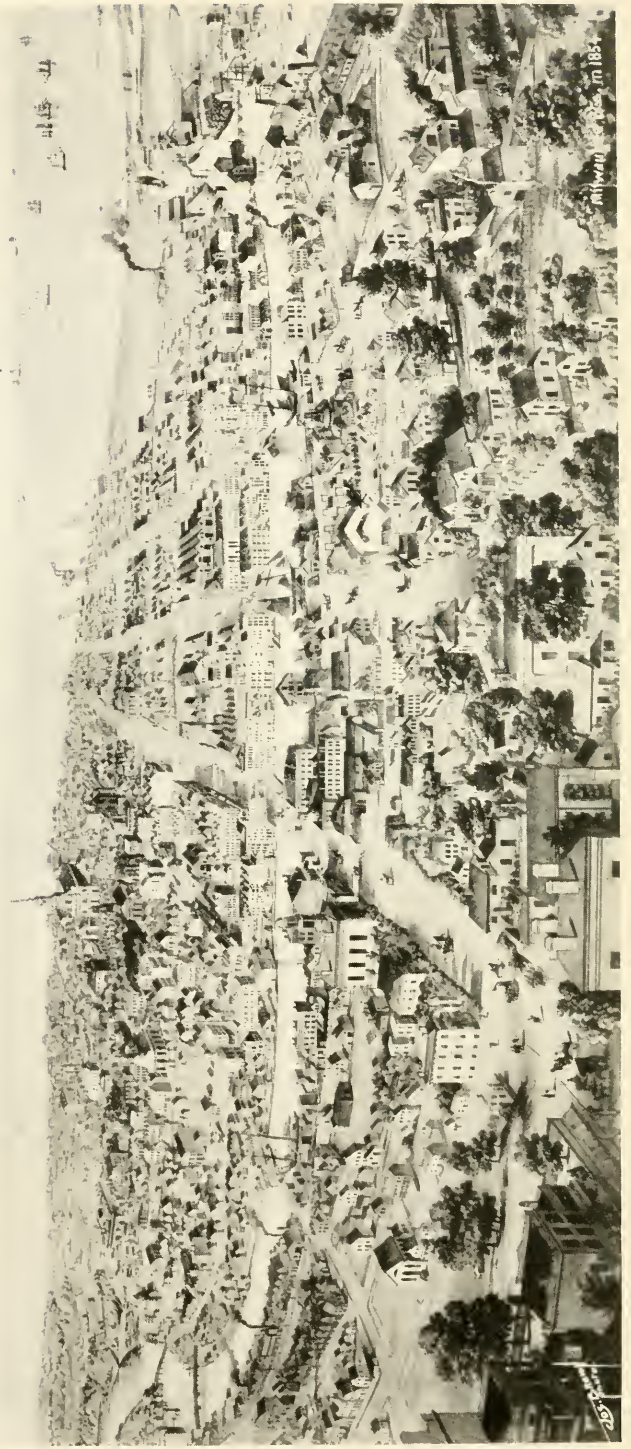
1. Northeast Section of City

2. Yacht Club and Life Saving Station

3. Stadium Platform Lake Park

4. Milwaukee River

5. Canoe Races, on River



Bird's-Eye View of Milwaukee, 1854

Historical

The First White Man

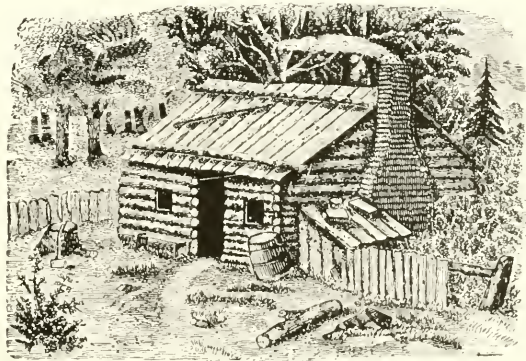
It is believed that the first white man to see the land on which Milwaukee was afterwards built was Father Marquette, whose name is fittingly borne by the University in which the city takes a just pride. It is fairly certain that the intrepid missionary put into Milwaukee Bay on his journey along the coast of Lake Michigan in 1674, and it is possible that he and Joliet visited the place the previous year, 1673, when they traveled from the Illinois country to Green Bay. In 1678 another missionary, Father Zenobe Membre, journeyed down the coast from Green Bay to the Illinois, with a party that included the Sieur de La Salle, Father Louis Hennepin and Gabriel de la Ribourde. In his relation, published in 1680, Father Membre speaks of "The nation of the Maskoutens and Outagamies who dwell at about 43 N., on the banks of the river called Melleoke, which empties into Lake Dauphin (Michigan) very near their village." The journal of Father Jean Buisson de St. Cosme indicates that he also saw the clustered wigwams of Milwaukee in October, 1699.

For many years after the visits of these missionaries the place is not mentioned in the record of white men's activities. The Indians lived undisturbed in their village, enfolded by forests. But in the meantime trade, that invincible traveler who penetrates every wilderness, was coming this way.

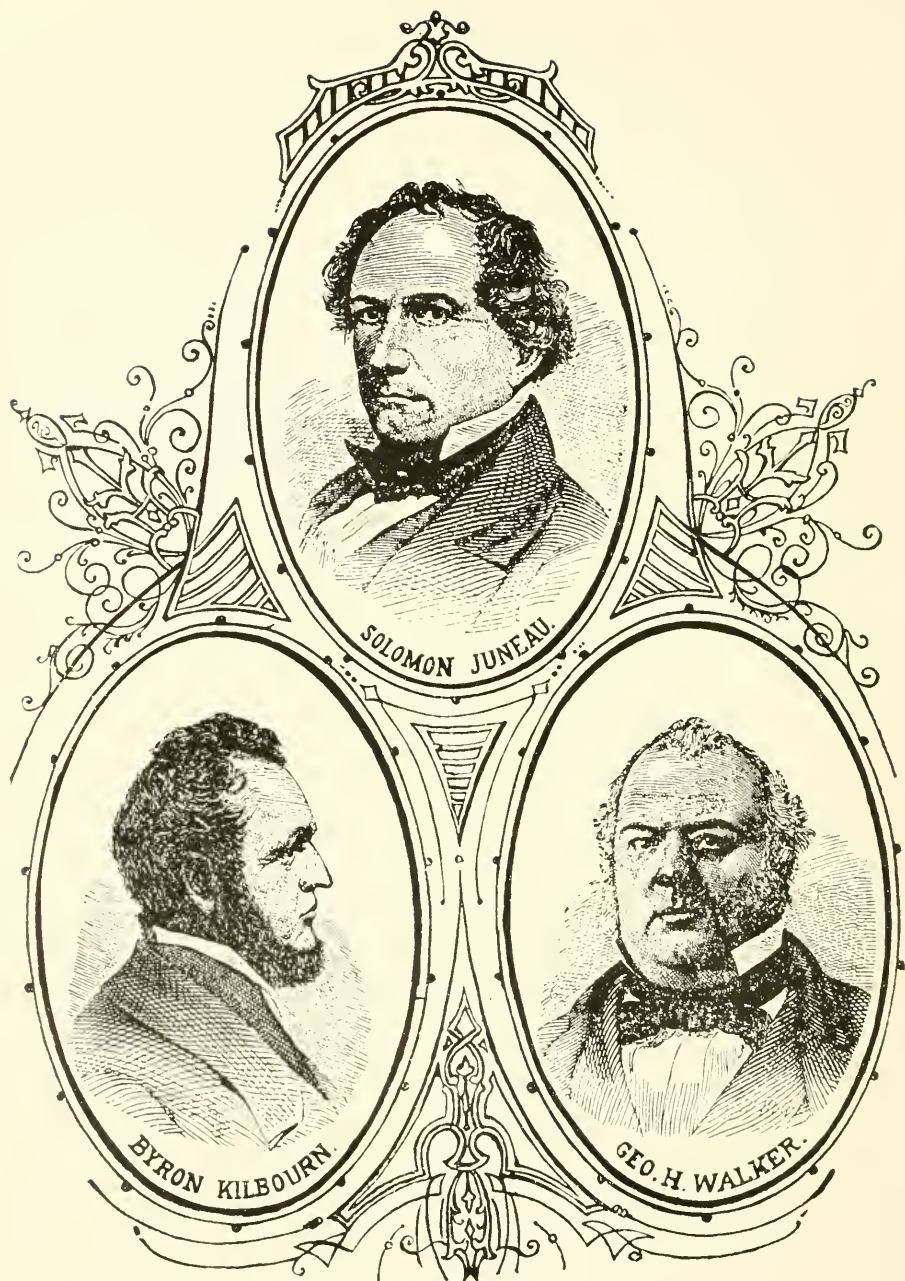
A Trading Post

Lieut. James Gorrell of the British army, who had command of the military post at Green Bay, in his journal under date of June 5, 1762, speaks of a branch of the Taways (Ottawas), consisting of about 100 warriors, who lived at "Milwacky," and to whom traders regularly went from Green Bay. On August 20th of the same year, he records the arrival at the Bay of a party of Indians from this same Milwacky, who "made great complaint of the trader amongst them."

It is therefore clear that at this comparatively early date, there was a regularly established trading post at the Indian village on the Milwaukee River, and it may be inferred that the fault finding was not entirely confined to the Indians, for Col. Arent Schuyler de Peyster, who commanded the British military post at Michilimackinac, on the 4th of July 1779, speaks of them as "those runegades of Milwackie, a horrid set of refractory Indians." The colonel's aversion to them seems to have been caused



Solomon Juneau's Log House, 1820



The Founders of Milwaukee

principally by their stout refusal to take part in the great council called at L'Arbre Croche for the purpose of aiding and abetting the proposed expedition of Lieut. Gov. Hamilton from Detroit against Col. George Rogers Clarke, in command of the Revolutionary forces in the Illinois country.

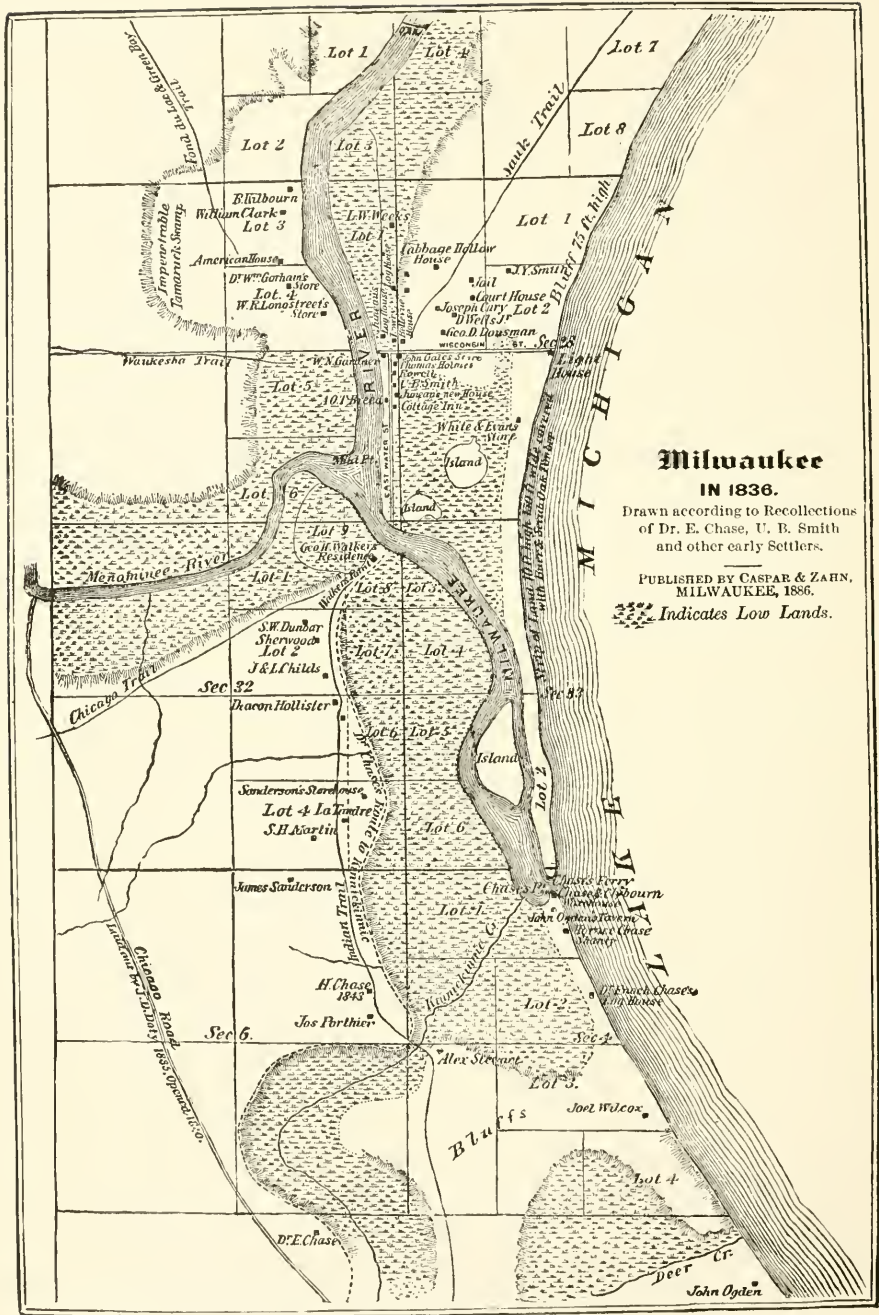
Langlade

It was at this time in 1779, that Charles Langlade, the first settler of Wisconsin, was sent to Milwaukee by the British commander at Green Bay to bring the Indians around and induce them to help the British fight the colonists. Langlade came in full British regimentals and decided to try the effect of an ancient Indian ceremony, the dog feast. In a lodge erected for the purpose, he placed at each of the two doors the heart of a dog, impaled upon a stick. Then, chanting a war song, he passed through the lodge and bit a piece from each heart in turn. This was a solemn summons to battle and when the rites were concluded the Milwaukee Indians agreed to follow Langlade to the council. The braves had no opportunity to fight for the British, however, for when their expedition, under the command of Langlade, had proceeded as far as St. Joseph, word came that Clark, the American commander, had forced the British under Hamilton to surrender and the Milwaukee Indians returned home without any scalps.

An Indian "Gathering Place"

It appears probable that these Indians, when they first came in contact with the early traders and explorers, were composed of the remnants of various tribes, Pottawatomies, Chippewas, Menomonees and a few Ottawas, once important branches of the great Algonquin family, and Winnebagoes. Dr. Morse, in his report on Indian towns in 1820, states that Milwaukee was settled by Sacs and Foxes. This statement, if correct, must refer to a very early settlement, for Samuel A. Storrow, who spent a little time at the place, while on a foot journey to Chicago, in 1817, says the village, which was situated on the right bank of the "Millewackie" river, was composed of Pottawatomies. The Menomonees have left their name to the river, tributary to the Milwaukee from the west, and these two tribes were the only ones of which the government took cognizance, when their title to the ground on which the present city stands was extinguished by formal treaties in 1831 and 1833.


The mixed character of the resident Indians may possibly be due to the circumstances that the locality would seem to have been a common meeting place for all the surrounding tribes, who were in the habit of assembling here at stated periods for adjusting their difficulties and dissensions in a friendly way, transferring their warlike exploits to other places. So from the earliest times the name Milwaukee has had peaceful associations. Whether the accident of being near a confluence of three rivers had imparted to the locality a sacredness in the eyes of the Indians, which made it a heinous offence to commit a deed of violence on its soil, no man can now tell; but it has been pointed out that traces of this world-wide reverence for the number three are clearly discernible among the remains of the aboriginal inhabitants of this continent. It may have been a tradition left by the mysterious mound-builders. Many of the mounds



Milwaukee
IN 1836.

Drawn according to Recollections
of Dr. E. Chase, U. B. Smith
and other early Settlers.

PUBLISHED BY CASPAR & ZAHN,
MILWAUKEE, 1886.

 Indicates Low Lands.

found by the pioneers about Milwaukee have disappeared, but one, marked by a bronze tablet, remains in Lake Park, a monument to the ancient race.

As to the name Milwaukee the most trustworthy interpretation according to K. A. Linderfelt, a former public librarian, makes it a Pottawatomic term, meaning "gathering-place by the river," the proper form being "Man-ah-wauk sepe," although various other explanations of the name have been suggested, referring its origin to other roots and dialects of aboriginal languages. The uncertainty as to the proper spelling is no less marked and almost everyone who had occasion to use the name in early days introduced a new variety. Usage finally reduced these individual caprices to two recognized forms, only differing in the final syllable being spelled either "ee" or "ie." After it had come so far as this, however, a fierce and amusing war raged for a time, about which of these should prevail, each having its devoted champions among the newspapers and people at large. Sectional ill-feeling mingled with the reverence for orthographic purity, and while the west side of the river generally espoused the cause of the "kie," the east side as bravely stood up for "kee." The west siders had the national government on their side, since the name of the post-office had been officially set down as Milwaukie. Still, when certain laws were published in which the final syllable appeared as "kee," though it was promptly charged that the printer had been bribed, the legal influence proved a strong ally for the spelling "Milwaukee" and that form gradually became general, until only two newspapers, an English and a German one, persisted in the old spelling, in spite of all entreaties to fall into line with public opinion. Some enthusiastic partisans of reform, who considered this obstinacy a blot on the fair name of the village, one night broke into the office of the Milwaukee Sentinel and took away all the i's but two, belonging to the font of type used for its headline, and as there was nothing else available for the purpose, the paper issued on December 7, 1844, appeared with the spelling permanently changed to conform with the new notions. The other paper stuck bravely to the lost cause, undaunted by threats or taunts, and announced itself as published at "Milwaukie," until it died as the "Banner und Volksfreund," in 1880, the last of the "kies."

Juneau's Predecessors

In 1790 or thereabout, Jacques Vieau and Jean Baptiste Mirandean visited Milwaukee, supported by the powerful American Fur Company, and the place appears to have pleased Mirandean so much that when he, shortly afterwards, married a Chippewa girl, he brought her here and settled down in a log house which he built on the west side of the river near the present Grand Avenue. Some years after, he built a better dwelling on the west side, where he lived with his family until his death in 1819. He was a blacksmith by trade and his shop is said to have occupied the present site of the Chamber of Commerce. In the meantime, several men had appeared temporarily on the scene for the purpose of trading with the Indians, some of whom, like John B. Beaubien and James Kinzie, were connected with the settlement of Chicago; but in 1805 Jacques Vieau established a branch-house in Milwaukee, in connection with his main house in Green Bay.



6. Wisconsin Street in the Sixties, looking East.

7. Looking North on Broadway to Mason Street.

8. About 1875, looking Northeast from Broadway and Wisconsin Street, showing principal churches of that time.

9. East Water Street looking North from Menomonee Bridge.

10. Broadway and Wisconsin Street, Northwest corner about 1865.

Solomon Juneau

Jacques Vieau spent his summers at Green Bay with his family, and the winters at Milwaukee until 1818, when Solomon Juneau, who became in reality the founder of Milwaukee, after having entered his employ two years previously, came to take charge of Vieau's business at this place. Vieau's log house, a magazine for goods and another for furs, stood then at a point where the Green Bay trail crossed the Menomonee River, on land now included in Mitchell Park, where a replica of the original log cabin stands to mark the spot. Juneau, having married his employer's daughter in 1820, set up in business for himself on the east side of the Milwaukee River, and built a log-house on a spot about twenty feet north of the intersection of Wisconsin and East Water streets of the present day.

From this time until 1833, Solomon Juneau and his rapidly increasing family were the only white inhabitants living in Milwaukee, but visits from the North or South were of frequent occurrence. Juneau's name became known all over this part of the country as a synonym for uprightness and honesty, and his influence over his Indian neighbors seems to have been unbounded. The Indians had long since abandoned their settlement at the mouth of the river and their wigwams surrounded the store of Juneau, who was indeed, as John H. Fonda, calls him, "lord paramount" of the place. It was natural, under such circumstances that Juneau's possessions increased, though not nearly as rapidly as would have been the case, had he been a man of a different stamp. His open-handedness and generosity, together with his unlimited confidence in the honesty of his fellow-men, ultimately led him into serious trouble, and he, who might have been the owner of untold millions—died poor, in 1856, among the Indians at Shawano, in the northern part of the state.

The eyes of prospective settlers had already been directed to the fair promises of this new country, and at the posts of Chicago, Detroit and Mackinaw there were many of them, only awaiting the cession of the land to the United States. No sooner was the last treaty concluded, than Albert Fowler, Rodney J. Currier, Andrew J. Lansing and Quartus G. Carley started from Chicago for Milwaukee and arrived at the house of Solomon Juneau, a better and larger one by the way than the one first erected, on November 18, 1833. They remained over winter in an unoccupied log shanty built years before by one Le Claire, but soon abandoned, and Fowler was ultimately employed by Juneau in his store. The only other white inhabitants at the time, beside Juneau's immediate family, were Peter Juneau, his brother, who had a shanty and tilled a garden around it a short distance south of Solomon's place; and Paul Vieau, a son of Jacques, who lived and traded where his father's place had been.

Settlers

In the spring of 1834, other settlers followed and began to start the wheels of industry moving where trade alone had thriven before. The Green Bay Intelligencer of April 16, 1834, says: "The Milwaukie country is attracting much attention. A settlement has commenced near its mouth; and there can be no doubt it will be much visited during the coming season by northern emigrants, and by all who fear the bilious fevers and other diseases of more southern



1. Old Axtell House at South End of East Water Street Bridge. 2. West Water Street, North from Grand Avenue.
 3. Courthouse Park sixty years ago, with present court house under construction and the one built by Juneau still standing. St. John's Cathedral at the right.
 4. Looking toward Spring Street Bridge. 5. The Old Newhall House.

latitudes. Two or three young men from the State of New York have commenced the erection of a saw-mill on the first rapid, about three miles above the mouth of the Milwaukee River."

A further extract from the same paper of September, 1835, five months after, will serve to show how rapidly things were advancing in the new settlement: "The Milwauky: A correspondent at the mouth of the Milwauky speaks of their having a town already laid out; of selling quarter acre lots for five and six hundred dollars, and says by fall there will be one hundred buildings up; that some fifty people are living there. A gentleman supports a school at his own expense. A clergyman is about taking up his abode among them. Albert Fowler, Esq., is appointed Justice of the Peace, and their Country Courts will be organized at the next session of the Council. Land speculators are circumambulating it and Milwaukie is all the rage."

Geo. H. Walker

Among the others who located permanently at Milwaukee during this year, were two men who share with Juneau the honor of being the founders of the city, each one being the foremost in one of the natural divisions of the place. Geo. H. Walker, originally from Virginia, left Chicago in the autumn of 1833 with a stock of goods bound for Milwaukee, but lost the track and was obliged to winter at a place on Root River, west of the present city of Racine. In March of the following year he reached Milwaukee and built a store on an elevated point of land, running through the marshes on the south side of the river. This location was so conspicuous a landmark, and so distinct from the rest of the town was the settlement which was formed back of Walker's residence toward the south, that the present South side was for many years designated as Walker's Point.



Milwaukee Street in 1874

Byron Kilbourn

The other conspicuous arrival was Byron Kilbourn, born in Connecticut, who came from Ohio in May 1834 as United States surveyor, in company with his assistant, Garret Vliet. In pursuit of his calling, he visited Milwaukee and determined to make it his permanent home. He accordingly, in the summer of 1835, selected a site on the west side of the river and became the founder of a village, long known as Kilbourntown.

Milwaukee in 1835

The late Winfield Smith told what the Milwaukee of that day looked like. He wrote: "It is difficult now to realize the scene which this place then represented. A plat of the town had been prepared shortly before by Juneau and Martin, and recorded September 8, 1835, and some streets began to be known; while no plat was recorded of lots west of the river until October 8, and no streets were there to be seen. Water covered most of the land south of Michigan Street, where grew reeds and rushes, extending from the river to the sandy beach of the lake. On the west side a like marsh covered the area between Fourth Street and the river, south of Grand Avenue to the Menomonee. Of the South Side, Dr. Lapham wrote in 1845: "The city commences about a mile above the mouth of the river, at a place called Walker's Point, and extends about a mile and a half along the river. Below Walker's Point the river is bordered by impassable marshes." Walker's Point, to which he refers, is a name meaningless to younger citizens of Milwaukee. It was a point of high ground running several hundred feet through the marsh northeasterly, to the south bank of the river, near the present East Water Street bridge. On it was built the dwelling of George H. Walker, the first town supervisor, afterwards mayor, and he entered the land at the first government sale. That point, then conspicuous enough, was the only place where a house could stand within a quarter of a mile. Many years ago it disappeared, as the elevation was cut down

and the marshes on both sides were filled. Half a dozen houses, scattered along for a mile to the south, contained all the population of the South Side. The ground was high where the point extended back, widening toward the west. The forest grew heavy, except where it had been cut away in patches by the settlers, and stumps not yet uprooted indi-



Market Square, Old City Hall and Opera House

cated how recent had been the work of the pioneer. No other trace was seen of the hand of civilization. On the East Side, the marshes that covered the whole of the present Third Ward were varied by two islands of less marshy land, one near the north end of East Water Street bridge, and the other covering the corner of Jackson and Detroit Streets, as now laid out, the latter of which bore the significant title of Duck Island. The land in which the present Seventh Ward lies was mostly high, running by a steep descent into the marshes of the Third Ward, and into the marsh which also lay along the river front from south to north. The western line of the bluff crossed Wisconsin Street at the northeast corner of Broadway. Some seven or eight houses, the furthest north of which was near Biddle Street, were all that had yet been built. On the west side of the river Longstreet's and Dr. Graham's stores, the house of Byron Kilbourn at Chestnut Street, and the American House, near the site of the present Republican House, were all that were to be seen. The marsh covered the Fourth Ward, as now laid out, along the Menomonee river and the Milwaukee as far north as Spring Street (now Grand Avenue). Near Seventh Street the ground suddenly rose to the west, and trees covered the bluffs and also the low land north of Spring Street. The forest was dense and unbroken, penetrated by no roads except Indian trails. These were the white man's only guide on his way to Green Bay or to Fort Winnebago. Only three or four wagons were in the southeastern part of the territory, and most of the people were living in the so-called Cottage Inn, and American House. The line of the river was margined by no wharfs, and was lost in the rushes which filled the marshes. The lake shore has remained with little change to the present time, but the mouth of the river was nearly a mile south of the present harbor, and the channel meandered through the marshes, considerable portions of which yet indicate to the observer how the principal area of Milwaukee then appeared. There were some log houses and some frame houses, built without much reference to streets, or any other consideration except rapidity and cheapness of construction. No brick was seen and none had yet been made. The citizens at that time had no suspicion of the richness of the earth which was to furnish them a renowned article for the construction of their sightly buildings, and which should in time to come, give name and wealth to the city."

Early Isolation

To people accustomed to the present means of travel it requires an effort of the imagination to realize how completely the people who came from the East and helped to build up the city were cut off from the rest of the world. The traveler in those days might, with ordinary fortune, be three weeks on the journey from Detroit to this place. News came no faster, because there was no mail route except by water. The telegraph was not in use. Three to five weeks might well be taken for a letter from New York to Milwaukee. The only railroad was a light, flat rail track, running a few miles west from Albany, and all the remaining journey to Chicago was made in stages, unless the traveler was so happy as to get a boat; and from Chicago to Milwaukee he walked unless he rode his own horse.

The means for internal communication were no less limited. The roads leading out of the settlement consisted of the primitive Indian trails, winding

their way through the forest in a northerly, westerly or southerly direction. The streets were rough roads on the hillsides or through the swamps, which formed a serious obstacle to neighborly intercourse. When an attempt was finally made to construct a road from Juneau's side to a district opposite Walker's Point, along what is now East Water Street, and much labor had been expended in filling, the settlers awoke one fine morning to find that their laboriously constructed highway had gone to the bottom of the marsh during the night. The crossing of the Milwaukee river was made first in a dug-out and afterwards by means of a ferry. The Menomonee, near its confluence with the Milwaukee, was very early spanned by a bridge, which was an important advantage for the development of Kilbourntown. The effort to establish closer communication between the latter place and the East Side resulted in serious complications to which we shall revert further on.

Land Speculation

Notwithstanding the isolation of the place and the difficulty of reaching it, new settlers and speculators began to arrive in large numbers with the opening of Spring in 1836. Speculation in lands infected the whole country like a veritable craze, and produced the most astonishing results throughout the West. Milwaukee shared in the general excitement. Corner lots were bought at what a year before would have been fabulous prices, and resold a few days after at a considerable advance in price. Buildings went up like magic, stores were erected and filled with goods before the roof was fairly on, and a good round sum was paid for the privilege of using unoccupied ground, as a market for disposing of merchandise, without going to the trouble of building a house for it. The East Side particularly was in favor with the new arrivals, and some had even the temerity of settling themselves on the few pieces of solid ground existing in the midst of the swamp, which was afterwards transformed into the Third Ward.

Among these occur for the first time a number of German names, as for instance Henry Bleyer, who settled on Duck Island, and Matthias Stein, gunsmith, who took up his abode on top of the steep wooded hill, which rose to the height of 50 feet above the marsh on the present Market Square. The cutting down of this hill was a work of considerable magnitude, and furnished a large amount of material for filling up the marsh; the place where the old City Hall, originally the City Market, now stands, being raised no less than 14 feet.

Solomon Juneau himself, who during so many years had lived calmly and peacefully in the place, became possessed of the general speculative fever and it is related that after the excitement had continued all through the summer he bought back, for thousands, lots which he had sold in the spring for hundreds. With the rapid increase of the population, it was necessary to provide suitable quarters for the civil authorities of the county, and Juneau therefore built the first court house erected especially for its purpose within the confines of the State of Wisconsin, on the high ground north of Oneida Street, and presented the whole square on which it was situated as a free gift to the municipality.

This court house continued to do service until the present brown sandstone structure was erected on its site in 1871-73.

Newspapers

Byron Kilbourn needed a newspaper in his settlement and in Kilbourntown, on July 14, 1836, appeared the first number of the *Milwaukie Advertiser*, afterwards the *Courier*, then the *Wisconsin* and now the *Wisconsin News*. The *Sentinel*, sponsored by Solomon Juneau, made its first appearance on June 27, 1837. Other early day German papers were the *Volksfreund*, which was started in 1846 and the *Seebote*, founded in 1851. Then came the *Herold* and the *Germania*, now merged under one control. The *Milwaukee Journal* dates from 1882.

The Villages and the "Bridge Wars"

Early in 1837, the village of Milwaukee was incorporated on the east side of the River, and Juneau elected president of the trustees. Almost simultaneously the village of Kilbourntown was organized on the West Side, with Kilbourn as president, and thereby the foundation laid to a long-standing war between the two sides, based on an unusual amount of sectional jealousy and personal bitterness. Kilbourn was remarkably energetic and sagacious and set about building up his town in a way that fairly bewildered his neighbors and threatened to entirely eclipse the East Side, notwithstanding its earlier prestige. New streets were opened, the filling of the marsh progressed rapidly, and a small steamer, the *Badger*, to which was added in 1838, the *Menomonee*, was procured and made regular trips on the river to the foot of Chestnut street; but was not allowed under any circumstances to make a landing on the East Side. Those who came by boat, which was in fact the only way to reach the place comfortably, and were bound for Milwaukee, were therefore compelled to go to Kilbourntown first, and make their way, as best they could, back to Spring Street, where there was a poor sort of ferry to Wisconsin street. This state of affairs continued until 1840, when the East Side also procured a steamer, the "C. C. Trowbridge." Even when the two parts were politically consolidated in May, 1839, under the name of village of Milwaukee with two wards, East and West, the mutual jealousy continued as fierce as ever.

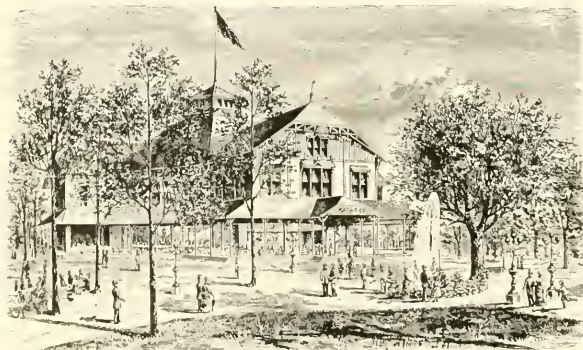


Broadway Looking North

One of the effects of this sectional ill-feeling, which will strike the visitor of today at once, seriously mars the beauty of our fair city. The streets on each side were laid out without any reference to each other, and the result is that there is hardly a street in the city which crosses the river in a straight line. It has even been charged that Kilbourn designedly made his streets, so that there should be no possibility of a connection with the rival village by means of bridges, and, if so, it is a piece of good luck that he succeeded in carrying out his intentions no better than he did.

The efforts to bridge the river form a long chapter in the early history of the city, and gave occasion to such a display of animosity, that it has become locally known as the "bridge-war." Legislative authority for building a bridge from Oneida to Wells Street had been obtained as early as 1836; but nothing was accomplished and in 1838 the location was changed to Chestnut and Division Streets. At the consolidation of the two villages, each ward was left practically independent of the other, as far as internal improvements were concerned, and this provision was brought into play by Kilbourntown for refusing to aid in constructing or maintaining any bridges to the east bank of the river. Nevertheless the Chestnut Street bridge was completed, with a cumbersome draw in 1840, and in 1842 a curious floating bridge was built at Spring Street. The latter was a trifling affair, and was soon washed away by a freshet, when a regular bridge was substituted at this point in 1843. The following year another was built, by the exertion of several citizens, at Oneida Street, and the citizens of the East Ward, who so far had borne almost the entire expense of maintaining the bridges, began to think they were getting too much of a good thing. They wanted the West Ward folk to assume their share of the burden, but were met with the assurance that Kilbourntown people were not going to pay for what they did not want. Thus what was intended as a bond of unity and mutual accommodation only served to add fuel to the existing rancor, and the wrath kept growing under favorable circumstances until the West Side inhabitants on May 8, 1845, to avenge an injury inflicted by a passing schooner to Spring Street bridge, intentionally as they claimed, proceeded to saw off as much of the Chestnut Street bridge as abutted on their land. When this proceeding became known to the East-siders in the early morning, their anger knew no bounds. The bells in the village were rung as an alarm, and an in-

furiated mob collected speedily at all the damaged bridges and prepared to prevent their further destruction. A serious riot seemed imminent; a small cannon was hauled up to a point on the East Side, commanding the house of Kilbourn, who would have been the target for the unreasoning fury of the East-siders, had not a man with his senses



Schlitz Park

still left succeeded in making himself heard sufficiently to tell them that Kilbourn's daughter was lying dead in his house since the previous evening. The danger was averted and calmer counsel prevailed; but the war continued in board of trustees and state legislature for more than a year, when an equitable agreement was finally reached.

Incorporation

In the meantime, all the three parts of the place had been growing with great rapidity, so that, in March 1843, there were about 4000 inhabitants. In February, 1845, Walker's Point was annexed as the South Ward, and on January 31, 1846, the "Act to incorporate the City of Milwaukee" was approved by the governor, and the city came into existence with the full powers of an independent municipality, divided into five wards. The first charter election was held on April 7th, and Solomon Juneau, once the solitary householder in Milwaukee, was elected the first Mayor of a city containing 9500 inhabitants.

Railroads

February 11, 1847, when the state legislature enacted a bill establishing the "Milwaukee and Waukesha R. R. Co." The following year, the charter was amended so as to permit an extension of the road to Madison and Mississippi, and the corporate name was changed in 1850, to the "Milwaukee and Mississippi R. R. Co." After a considerable amount of hard work, the \$100,000 required for organization was subscribed for, and the company was organized May 10, 1849, with Byron Kilbourn as president. The directors, among whom were E. D. Holton, Alexander Mitchell, E. B. Wolcott and J. H. Tweedy, issued at once a preliminary report, in which they declared that "we believe, and we lay it down as a first and fundamental maxim that the people of Wisconsin are able, within and of themselves, to construct the road; and we believe and lay it down as a second proposition that being able to do it, the true policy of the country is to be consulted by the accomplishment of this great enterprise from our own resources." It was a great undertaking, nevertheless, for that day. The country was sparsely settled and every man had come there with small means, which were required for his own individual necessities. All joined in the undertaking with a will, however, and work was commenced at Milwaukee in the Fall of 1849. Though there was hardly any money to be had, subscriptions had been received with the understanding that they might be paid in such commodities as could be used in the construction of the road. The greater part of the grading between Milwaukee and Waukesha was paid for by orders drawn on the merchants and farmers in liquidation of such subscription; but when the time came for procuring the necessary iron, this method of building a railroad was of no avail. In the emergency, farmers offered to mortgage their farms to raise money, but it was soon found that such securities were not then negotiable in Eastern markets. As bonds of a city were, however, Milwaukee was appealed to for help, and responded promptly by issuing bonds to the amount of \$234,000 in aid of the railroad. It was a gala day when trains commenced running regularly to Waukesha in February 1851; but it was not until April 15th, 1857 that the Mississippi was reached at Prairie du Chien. This was the modest beginning of the giant corporation Chicago, Milwaukee

and St. Paul Railway Co., which today stretches its iron net far beyond the goal of that day. The readiness of the city to come to the aid of these early railroad enterprises is in strict contrast to the policy of its powerful neighbor, Chicago, in its corporate capacity, has never appropriated a dollar to the encouragement of the railroads that have made it what it now is.

But the success attending this first attempt of turning the city's credit to account resulted in a policy of indiscriminate loans to new railroad schemes which were brought up from time to time, without much reference to the equivalent which the city received, loading it in a short time with a debt of \$1,380,000 in 7 per cent bonds. When the financial crisis of 1857 crippled business throughout the country and the railroads were unable to meet their obligations, the city became seriously embarrassed. Things went from bad to worse and the year of 1860 opened with no money in the treasury, a large bonded indebtedness and a most oppressive floating debt of more than \$250,000. To cap the climax the city clerk and controller were arrested for forgery and embezzlement, and the Eastern creditors became alarmed at the prospect of inevitable repudiation. The difficulty was finally overcome by a readjustment of the indebtedness, effected in 1861, which restored the financial credit of the city; but this indiscretion exerted a baneful influence on the city finances for many years to come.

The resources of the city, under the new arrangement, were sufficient to enable it to fully recover the lost prestige, and from that time the growth and development of Milwaukee has been uninterrupted and substantial.

Street Cars

May 30, 1859 the first street cars were run in the city. Two cars were put into service, each being drawn by four horses. They ran on East Water Street from the bridge to Juneau Avenue. The first day's receipts of one of the cars was \$30. Thereafter transportation by means of horse cars was established in all parts of the city. On June 11, 1874 the first horse cars were operated on the West Side of the city. On April 3, 1890,

the first electric car was operated in the city, on Wells Street, where it ran on tracks then owned by Washington Becker.

A statement of the growth of the transportation facilities would be incomplete were the fact not recorded that on May 18, 1899, the first automobile was operated in the city by Geo. L. Odenbrett.



Wisconsin Street, East from East Water Street

Milwaukee's War Record

In the Civil War the total number of volunteers and drafted soldiers from Milwaukee then a city of 45,246 people, was approximately 5,000, of whom about 1,000 were killed or wounded. The draft law of 1862 was unlike the selection draft of 1917. Under the law of 1917 rich and poor alike were ordered into service in their turn, while under the draft law of the Civil War it was possible for persons of means to escape service by providing substitutes. These substitutes were paid sums ranging anywhere from \$300 to \$1,500.

In the War of Rebellion the foreign born entered the conflict with the same order that characterized the native. Again, in the Spanish American War Milwaukeeans were well represented and performed their duty nobly and well.

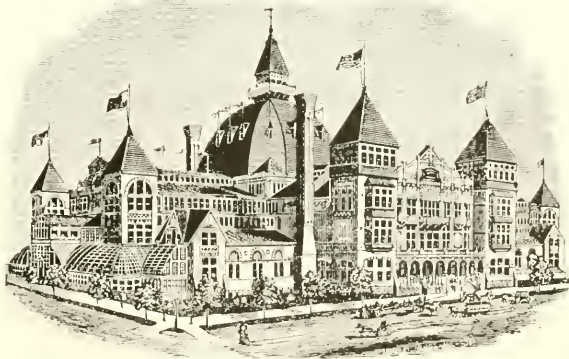
When the United States entered the great European War her citizenship responded in man, machine and money power to the call. Milwaukee was the first large city in America to report a complete military registration on June 5. More than 13,000 Milwaukee boys enlisted in the military service.

Milwaukee had no strike or industrial disturbance to check war production; claims the honor of having the first 100 per cent registration in the Junior Red Cross of any large city; secured 96,000 pledges to conserve food from approximately 98,000 families; increased the sheep and wool production of its state by investing \$2,500,000 of its capital. It is producing fabricated steel ships, millions of shells, grenades and other munitions and hundreds of thousands of shoes—all for the Army and Navy.

The representative of the United States Navy assigned to Milwaukee says: "Milwaukee has beaten the record of practically every station in the middle west. Labor has been particularly loyal."

Racial Contributions

In 1842 there were in the settlements of Milwaukee, Kilbourntown and Walker's Point only seven voters of German nationality. In 1844 there were thirteen. There were, however, in numbers that cannot be exactly stated, other Germans who had not been long enough in the country to vote. In September, 1844, Moritz Schoeffler published the first number of the first German newspaper issued in the city and in fact the first in the Territory of Wisconsin, the Wisconsin Banner. The next few years brought an influx of Germans who, particularly the element designated as the Forty-eighters, were



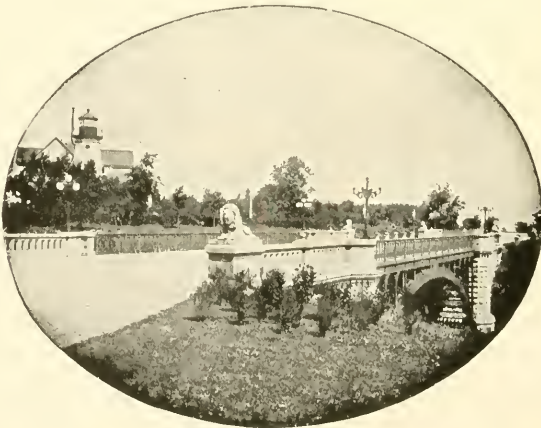
Old Exposition Building

of such a high type, both as regards character and ability, that their influence has marked indelibly the individuality of the city. Education, art and commerce all owe a debt to these exceptional men and women, than whom no city and no country ever received a more desirable class of immigrants.

The first Polish family came to Milwaukee about the year 1855. The Poles did not come in large numbers at first. It was ten years before they were numerous enough to establish a church of their own and then there were only about thirty families. In 1872, partly because of severe military service laws in European countries where they lived and partly because of resentment aroused by governmental regulations of a different character, the Poles came to America in large numbers and Milwaukee, from that time forward, became the home of increasing colonies of them. Thus it came about that the three elements that are dominant today, Americans, from the older states, largely of New England and New York stock, Germans and Poles, with a considerable Irish contingent that at an early day established itself in the old Third Ward, mingled in the up-building of the city.

Milwaukee's Mayors

In the 75 years that Milwaukee has been an incorporated city 32 men have held the office of mayor, as follows: Solomon Juneau, Horatio N. Wells, Byron Kilbourn, Don. A. J. Upham, George H. Walker, Hans Crocker, James B. Cross, William A. Prentiss, Herman L. Page, William Pitt Lynde, James S. Brown, Horace Chase, Edward O'Neil, Abner Kirby, John J. Tallmadge, Joseph Phillips, Harrison Ludington, David G. Hooker, A. R. R. Butler, John Black, Thomas H. Brown, John M. Stowell, Emil Wallber, George W. Peck, Peter J. Somers, John C. Koch, William G. Rauschenberger, David S. Rose, Sherburn M. Becker, Emil Seidel, Gerhard A. Bading, and Daniel W. Hoan.





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