

MUNICIPAL ...

40.00 set.

Milwaukee ...

HISTORY
of
MILWAUKEE
WISCONSIN

By
JOHN G. GREGORY

620475
+ + +

Profusely Illustrated

+ + +

VOLUME II

+ + +

CHICAGO—MILWAUKEE
THE S. J. CLARKE PUBLISHING COMPANY
1931

MILWAUKEE COUNTY COURTHOUSE
(St. John's Cathedral on the Right).

In behalf of the *American*, organ of the Know Nothing party, a piece of sinister strategy was employed. While the message was coming over the wire and being transcribed by representatives of other newspapers in the office of the telegraph company, the proprietor of the *American* surreptitiously stationed himself at a stovepipe hole in a room directly overhead. Crouching in the dark, he heard the voice of the operator as well as those directly addressed, and managed to write down the complete text and get back to his office undetected. The compositors on the *American* worked at top speed, and its issue containing the message was sold on the streets in advance of the other papers. How the *American's* rivals must have loved it! and how its proprietor must have plumed himself on his "enterprise!" But "honesty is the best policy," and the *American* was short-lived.

It is not to be forgotten that when the telegraph came to Milwaukee it was comparatively a new invention. Though Morse's discovery of the principle had been announced as early as 1837, it was not till 1844 that he received recognition and aid from Congress which enabled the sending of the initial message over the wire between Washington and Baltimore.

By the 1st of December, 1848, the telegraph company had extended its line from Milwaukee to Sheboygan; on the 15th of that month it had opened an office in Janesville, and before the end of 1849 lines were in operation to Madison, Mineral Point and Green Bay. All this had been effected in advance of the opening of the first railroad.

As late as 1857 the total number of messages handled daily at the Milwaukee office numbered only about a hundred. Then began the career of Alfred Weller as manager, which lasted many years. A notable expansion of business was inaugurated at the time of the Civil war.

With the advent of the telegraph Milwaukee quickly began to take on the attributes of modern cityhood. In 1851 began railroad connection with the outside world. Gas for lighting the streets and houses became available in the following year. It was on June 6, 1851, that the city contracted for a supply of gas and conceded to the Milwaukee Gas Light Company the privilege of laying mains in streets and alleys within the corporate limits. John Lockwood, who had recently come from Cincinnati, was a

prime mover in the organization of the company, its other incorporators being James Kneeland, William Pitt Lynde, James H. Rogers and D. P. Hull. The capital stock was \$75,000, divided into shares of \$50 each. The erection of the plant was begun at once. John Lockwood was the first superintendent of the works, which were on part of the site still occupied in the old Third Ward. The original plant consisted of a brick retort house, 52x62 feet on the ground, a gasometer, 72x22 feet, covered with a sheet-iron top, and several smaller structures. About seven miles of pipe were laid to begin with.

The first jet of burning gas ever seen in the city appeared in the retort house of the company on November 12, 1852, and was regarded with awe akin to that with which thirty years later Milwaukeeans looked upon the first electric light. The first gas jet burned beautifully, spectators testifying that it gave "a clear white flame and no perceptible odor." This test was made on a Friday, and it was proposed to light up the whole city on the succeeding Wednesday. On the intervening Sunday, however, a thoughtless visitor turned on a stop-cock in the purifying room, which liberated gas that mingled with the common air, became ignited, and produced an explosion that blew out one side of the building. Fortunately no one was injured, but the accident necessitated a delay of several days. When an attempt to illuminate the city was made on November 23, some of the burners did their duty, but others failed, the gas being turned off again, with the remark that there was too much air in the pipes. However, all concerned were confident that the success of the enterprise was assured.

On the evening of the same day Superintendent Lockwood and his associates received congratulations at a meeting of prominent citizens at Young's Hall. There was a formal dinner, D. A. J. Upham presiding, while Byron Kilbourn sat at the opposite end of the table. Speeches were made by Mayor Crocker, Mr. Kilbourn, Rufus King, Judge Arthur MacArthur, Lucas Seaver, Alderman Vliet, D. H. Richards, Dr. Francis Huebschmann, Daniel Wells, Jr., Harrison Ludington, Sherman M. Booth, J. B. Smith, Moritz Schoeffler, and others.

In 1856 the annual consumption of gas in the city amounted to 125,000,000 cubic feet. The Gas Light Company encountered

difficulties of one description and another during its early years, one of these being due to the effort of a rival concern to establish itself by erecting a plant on the South Side. The rival failed, and its property was acquired by the pioneer corporation at considerably less than cost.

The first rapid transit system in Milwaukee was the River and Lake Shore Street Railway, operated by a company whose principal organizers were Col. George H. Walker, Dr. Lemuel W. Weeks, Col. W. S. Johnson and F. S. Blodgett. Work of construction, started in 1859, had proceeded so far by the month of May, 1860, as to allow the running of the first cars, which were of substantial build, as may be inferred from the fact that it took four horses to draw one. The portion of the line completed at the beginning extended from East Water Street bridge north to Division Street (now Juneau Avenue). Very soon additional rails were laid, with a view of accommodating residents of the upper East Side. This branch started at the corner of East Water and Wisconsin streets, running east on Wisconsin to Jefferson, north on Jefferson to Biddle, on Biddle to Van Buren, on Van Buren to Division, and on Division to Prospect, with a turn-table in front of the old Coffee House at the intersection of Prospect and Albion. The Civil war ensued. Money was scarce, and the undertaking did not pay. In 1869 the franchise and all the rights and property of the company were sold to Isaac Ellsworth, who took up the rails on the East Side and relaid them on West Water Street, from which in time extensions were constructed to Reed Street on the south and Third Street on the north.

The Milwaukee City Railway Company was organized in 1865 by John Plankinton, Frederick Layton, Samuel Marshall, Charles F. Ilsley and W. S. Johnson. Its promoters were public-spirited citizens who were recognized as risking their money in an undertaking designed to provide accommodations for citizens in general. The Common Council, taking its cue from the general feeling of the public, was ready to grant them permission to pick out their right-of-way and lay tracks to their hearts' content. But they found scanty profit in the transportation business, and sold out to Mr. Ellsworth at the time he purchased the property of the old River & Lake Shore Company. It was under his careful

MILWAUKEE
CITY
MILWAUKEE

HISTORY OF MILWAUKEE, WISCONSIN,

FROM

PRE-HISTORIC TIMES TO THE PRESENT DATE, EMBRACING A SUMMARY SKETCH
OF THE NATIVE TRIBES, AND AN EXHAUSTIVE RECORD OF MEN AND
EVENTS FOR THE PAST CENTURY; DESCRIBING IN ELABORATE
DETAIL THE CITY AS IT NOW IS; ITS COMMERCIAL, RE-
LIGIOUS, EDUCATIONAL AND BENEVOLENT INSTITU-
TIONS, ITS GOVERNMENT, COURTS, PRESS, AND
PUBLIC AFFAIRS;

MUSICAL, DRAMATIC, LITERARY, SCIENTIFIC AND SOCIAL SOCIETIES; ITS
PATRIOTISM DURING THE LATE WAR; ITS DEVELOPMENT AND
FUTURE POSSIBILITIES; AND INCLUDING

NEARLY FOUR THOUSAND BIOGRAPHICAL SKETCHES OF PIONEERS AND
CITIZENS.

ILLUSTRATED.

CHICAGO:

THE WESTERN HISTORICAL COMPANY

A. T. ANDREAS, PROPRIETOR.

1881.

which has been built up with marvelous rapidity. With the exception of most of the Fourth Ward, and portions of the Second and Sixth, the West Side is given over to the homes of what are generally designated, "the industrial classes."

As one approaches the South Side, he is impressed with the truth of what he has been told—that this is the manufacturing center. The docks of the transportation companies near West Water street bridge, the immense tobacco factory of Ed. Aschermann & Co., on South Water, with the railroad facilities of that great corporation, the St. Paul Company, are what first strike the eye as evidences of the fact. The two ship yards, one on Vogel's Island, Menomonee River, the other at the foot of Washington street, are both on this side. On Clinton street, and following that thoroughfare to and into Bay View, which, geographically considered, is a portion of the South Side, are E. P. Allis's and Filer, Stowell & Co.'s foundries, the Malleable Iron Works, the Wisconsin Leather Company's tanneries, Chase's Glass Works and brick yard in the Kinnickinnic Valley, and the Chicago Rolling Mills. The Menomonee Valley hums with industry. Pfister & Vogel's tannery, Burnham's brick yards, the immense slaughter houses, sash, door and blind factory of Sanger, Rockwell & Co., and at the western extremity the machine shops of the St. Paul road conspire to animate it from morning to night. Hanover, Park, Grove and First and National avenues are graced with many fine residences, among others being Messrs. Emil Durr, H. J. Hilbert, George H. Paul, on Hanover, and Emil Schandain's, on Park. The latter avenue leads to the southern entrance of the Soldiers' Home, while a short distance beyond, in Wauwatosa, the elegant country resorts of Col. W. H. Jacobs and J. R. Goodrich come into view. The most noticeable church edifice of the South Side, the first landmark which strikes the eye of the traveler as he rounds the point, by boat, from Chicago and other southern points, is the St. Stanislaus (Polish Catholic) church, a stately edifice of two lofty towers, on Mitchell street.

Thus it is, that Milwaukee is a fair landscape, gemmed with attractive residences, costly churches, and magnificent business houses, seamed with broad avenues, having a background of less pretentious but substantial school buildings, homes and stores—the entire outward view betokening the wealth and prosperity of its inhabitants. It is a city for the rich and the poor.

In succeeding pages will be developed more in detail, the attractions and value of its streets, public parks, schools, pavements, etc., etc., which are, by city charter placed under the protection of the municipality.

It would be inexcusable to omit as among the blessings enjoyed by rich and poor in Milwaukee its gas, its pavements and its public and private parks. A brief history of these topics is therefore given.

LIGHTING THE CITY.

John Lockwood, an Ex-Alderman and foremost in the public improvements of the early days, was the first Superintendent of the Milwaukee Gas Works. The buildings were completed in 1852, consisting of the retort house, 52x62 feet, built of Milwaukee brick; the gasometer, 70x22 feet, covered by a sheet iron top, in two sections; and the other smaller structures usually brought into use. About seven miles of pipe were laid at first. On the 12th of November, the first jet of gas appeared in the retort house of the company; "it burned beautifully," so an eye wit-

ness says, "with a clear, white flame and no perceptible odor." This was on Friday, and the succeeding Wednesday night was the time set for lighting up the whole city. The next episode in the early history of gas is found to have occurred on the Sunday before the proposed "exhibition." Some brilliant visitor to the works turned a few stop cocks in the purifying room, "just to see how it would seem," when an explosion threw down the whole side wall of the building and sent bricks flying in all directions. Luckily, no one was injured, but a delay was caused until November 23. The city attempted to illuminate, and some burners did their duty, but there was found to be too much air in the pipes, and the gas was turned off again. There were several minor draw-backs within the next few days, but success was so assured that upon that evening, November 23, Mr. Lockwood, the contractor and engineer of the works, gave a reception to prominent citizens at Young's Hall. The event was duly celebrated by songs and speeches. D. A. J. Upham presided over the feast, and Byron Kilbourn sat at the other end of the long table. Speeches were made by Mayor Crocker, Byron Kilbourn, Rufus King, Arthur McArthur, Lucas Seaver, Ald. Vliet, D. H. Richards, Dr. Huebschmann, Daniel Wells, Jr., Horatio N. Hill, Harrison Ludington, S. M. Booth, J. B. Smith, Moritz Schoeffler, Geo. L. Davis, Mr. Lockwood's assistant, and others.

As the city grew the gas pipes were extended, until now light from these Third Ward retorts is as much the rule as water from the First Ward reservoir.

The Milwaukee Gas Light Company held its last annual meeting, on July 6, 1880, electing the following officers: President, Asahel Finch; Secretary and Treasurer, Gerhard Kremens; Superintendent, C. R. Faben; Directors, E. H. Brodhead, H. H. Button, Jason Downer, Hans Crocker, Asahel Finch, Elias Friend, Alex. Mitchell, S. S. Merrill and John H. Tweedy. The works are situated on the southwest corner of Jefferson and Menomonee streets.

The first company chartered to manufacture gas in Milwaukee existed in 1852, when John Lockwood, of Cincinnati, Jas. Kneeland, W. P. Lynde, Jas. Rogers and E. P. Hull, were incorporated as the Milwaukee Gas Light Company, with a capital stock of 15,000 shares at \$50 a share. On June 6, 1851, the city contracted for a supply of gas to illuminate the principal streets and in consideration of the advantage derived therefrom, the Milwaukee Gas Light Company was conceded the privilege of laying pipes in all streets and alleys within the civic jurisdiction. Work was commenced on suitable buildings in 1851, and one year subsequent gas was manufactured and supplied throughout the central portion of the city.

In the agreement with the city it was expressly stipulated that a main pipe should be laid beneath the Milwaukee River to supply West Side citizens with the illuminating facilities. No record exists of the primary operations of the company, so it is impossible to determine the exact extent of the supply. It could not have been very extensive, as in 1856, the total length of pipes laid was only six miles. In 1854 the entire rights and privileges associated in the charter were transferred to the present stockholders. In 1856, the consumption by private patrons equalled 10,000,000 cubic feet, and for street lighting 2,500,000. The rate charged per thousand feet at that period was \$2.50, which was increased, in 1872, for general consumption to \$4.50, inclusive of an excise tax of twenty cents. The city paid \$3.00 exclusive of the tax. The present consumption equals 100,950,000 cubic feet, of which 25,250,000 are required by street lamps. The prevailing rate is \$2.25

and \$1.75 per thousand respectively to the general public and the city. The works of the company are very elegibly situated with a four-lot dockage on the Menomonee River, from which diverge sixty-five miles of pipes.

ELIPHALET CRAMER was the oldest son of Hon. John Cramer, of Waterford, N. Y., who represented his district in Congress from 1833 to 1837, and who filled many other important political stations. The subject of this sketch was born in Waterford, N. Y., on the 18th of June, 1813. He was graduated with honor at Union College in 1831, and soon after began the study of law. In 1837 he took up his residence in Milwaukee, and was admitted to the bar, but did not practice his profession. He engaged in mercantile pursuits for some time, and subsequently was largely interested in real estate. He was one of the incorporators of the Milwaukee Gas Company, and for nineteen years its president. He was also one of the organizers of the State Bank of Wisconsin, and was its president for a number of years. This position he finally resigned, but was subsequently re-elected and continued in the office until 1870, when he resigned it again on account of his failing health, and placed himself under the care of leading physicians of the East, but disease had a fast hold on him, and he died at Utica, N. Y., September 19, 1872. For thirty-three years Mr. Cramer was an active citizen of Milwaukee. Every work of charity, and every enterprise for the promotion of the municipal welfare received his cordial support. He was one of the earliest members of Plymouth Church, and one of its most liberal supporters. He gave the lots upon which the church building stands, and many other religious organizations were materially aided by him. He was a liberal contributor to the funds for the establishment of Beloit College and the Chicago Theological Seminary.

C. R. FABEN, Superintendent of the Gas Works, is a native of Portsmouth, England. He came to the United States in 1849, and became connected with the Manhattan Gas Works as Superintendent, occupying that position for ten years. Afterwards he engaged in building gas works. He has had a large experience in the best methods of producing gas, having been engaged in the business over thirty years. Coming to Milwaukee he was appointed Superintendent February 1, 1877, since which time he has had the entire management of the works. Mr. Faben is a member of the Masonic fraternity, and has been prominently identified with the order for many years.

E. G. COWDRY, Assistant Superintendent of the Milwaukee City Gas Works, is a native of the State of Massachusetts, and was born October 4, 1856. He grew up and received his education in that State, and studied engineering. In May, 1874, he went to Toledo, Ohio, where he remained until March, 1877, when he came with Mr. Faben to Milwaukee, and since then has been connected with the Gas Works.

NON-PARALLEL STREETS.

The permanent resident of Milwaukee gives but little heed to any slight defect in beauty and general appearance, such as the non-parallelism of streets. But the visitor and stranger notice these defects at once, and wonder why such an extremely beautiful city, laid out and built up within forty years, should not have been platted with the utmost precision, seeing there was unbounded room not merely for a collection of buildings like Milwaukee but for a London.

The first village survey was made, or caused to be made, by Solomon Juneau, on the East Side, in 1834. The Government had surveyed the East Side during that year, and established a corner or "quarter-post" and quarter-section line on Wisconsin street. From this corner William S. Trowbridge surveyed blocks 1, 2, 3 and 4, in 1834, that being as much as Mr. Juneau thought his village would ever cover. But, subsequently, other lots were required, and the entire East Side was surveyed, with the original Wisconsin street quarter-post as a starting point. The direction of the streets on the East Side was therefore first established. The streets appear therefore to have been deliberately made non-parallel, as will appear from the following paragraph by J. S. Buck, one of Milwaukee's old settlers:

"Kilbourn, from the first start, never intended that any communication by bridges should exist between the East and West Sides, and acting upon that principle, made his survey in such a manner as to prevent the streets upon the two sides from matching each other, always insisting that the West Side did not want, and, if he could prevent it, should never have any communication with the East,

PROCEEDINGS
OF THE
COMMON COUNCIL
AND
ORDINANCES
OF THE
CITY OF MILWAUKEE,

For the Year ending April 15th, 1874.

REPORTS PRESENTED.

Ald. Graves, from the Committee to whom was referred a resolution to authorize the Board of Public Works to cause plans and specifications to be prepared, for a bridge across the Kinnickinnick river, at Clinton street, and to call for proposals and let the work, reported thereon by the following substitute:

Resolved, the Board of Councilors concurring, That the Board of Public Works be, and hereby is instructed to cause plans and specifications to be prepared by the city engineer, for a wooden swing bridge, with wooden docks and approaches, wooden protection piers, and plans and specification for both a wooden and stone center pier, for the Kinnickinnick river, at the crossing of Clinton street in the Twelfth Ward, city of Milwaukee, Wis., and the Board of Public Works are instructed to receive proposals for the above work; also to receive proposals for an iron swing bridge of the same length as the plan of the wooden swing bridge calls for; and if an iron swing bridge can be built on a stone or wooden center pier for a sum not exceeding sixteen thousand dollars, including docks and approaches, protection and (center pier either of wood or stone,) then the Board of Public Works are instructed to have the bridge built of iron, on either a wooden or stone center pier; if the cost shall exceed sixteen thousand dollars, then the Board of Public Works are instructed to have a wooden swing bridge built on a wooden or a stone center pier, according to the plans and specifications of the City Engineer,—all of the above work to be let to the lowest responsible bidder, the whole cost of the building not to exceed sixteen thousand dollars, as provided in Section fifteen (15) of Chapter one-hundred and twenty-nine (129), Local Private Laws of Wisconsin for the year 1873; all of the foregoing to be completed on or before the first day of September next.

Referred to the Committee on Bridges.

Ald. Kraus presented the following report and resolution:

To the Common Council of the city of Milwaukee:

The undersigned, Michael Kraus, Jared Thompson, Jr., and Alfred L. Cary were appointed a select committee by the Council of 1872, to ascertain and report the annual cost to the city of lighting gas lamps in the city during the entire night, and as the committee had given the matter a good deal of attention, they beg leave to submit the following statements and result of their investigations.

On December 31st, 1872 there were in operation in the city 636 street lamps, which, by the table of 1872 are extinguished at 1 o'clock a. m. The lamps, however, are not required to be lighted at all during those nights in each month, when there is a full moon. That there are from four to eleven days in each month in the year, when there is a full moon prior to 1 o'clock a. m., making ninety nights in the year during which no lamps in the city are lighted.

Under such lighting table the entire lighting time for the year is 1,303 1-4 hours, and the entire amount of gas consumed by the city in street lamps, city offices, engine houses, bridge lamps, police station, &c., in 1872, was 6,039,734 cubic feet at \$2.50 per thousand feet—amounting to \$15,099.34. The cost of lighting and extinguishing 636 lamps, at \$4.00 each was \$2,544.00; rent, \$3.00 per lamp, \$1,908.00; total \$19,551.34.

We have had the accompanying lighting table prepared for lighting the street and bridge

lamps during the entire night, except such nights as there is a moon all night, of which there are 53 days in the year according to this table.

According to this table the total annual lighting of 636 lamps would amount to 2,852 1-2 hours, against 1,303 1-4 last year, at a total cost, including lighting and extinguishing, lamp rent, and gas for offices, engine houses, bridge lamps, police station, &c., of \$28,335.34, against \$19,551.34 last year. The increase of lighting would be about 119 per cent., and the increase of cost about 45 per cent.

The present contract of the city with the gas company was for five years at \$2.50 per thousand feet, and \$4.00 for lighting and extinguishing, and \$3.00 rental for each lamp. This contract will terminate on July 1st, 1873. The Gas Company will contract with the city to furnish it gas according to the accompanying table at \$2.00 per thousand feet for the next five or ten years. The company require as a condition of such reduction of price, that the city shall take as large an amount of gas annually as is covered and intended by the accompanying table, and that they be paid promptly in cash half yearly.

Without further details, we recommend that all the street and bridge lamps be lighted according to the accompanying table, and that the city enter into the necessary contract with the Gas Company to supply the city with gas from five to ten years, according to such table, and thereupon we recommend the adoption of the accompanying resolution.

MICHAEL KRAUS.

ALFRED L. CAREY,

JARED THOMPSON, JR.

Dated May 12, '73.

Resolved, The Board of Councilors concurring, that the City Attorney be, and hereby is requested to prepare and submit to the Common Council a suitable form of contract between the city and the "Milwaukee Gas Light Company," with agreements on the part of the Company, to furnish the city with gas for five years from and after July 1st 1873, at \$2.00 per one thousand cubic feet; all lamps in the city to be lighted for the annual sum of \$4.00 each, and the city to pay an annual rental of \$3.00 for each street lamp, with all apt covenants in that behalf, substantially as in the last contract entered into between the city and said company, and such contract to further provide that the city shall keep all street and bridge lamps burning all night, or practically so, except when there is a full moon, according to such table or tables for lighting as the Council may adopt.

Ald. Phillips moved to amend the resolution by adding the following words "and further provided that all payments shall be made in city orders."

Which was agreed to and the report and resolution was adopted.

Ald. Kraus from the Committee on Schools to which was referred the account of F. L. Tebel, for extensions and additions to the Seventh Ward Hadley school building, reported "in favor of paying said Tebel the sum of \$3,466 in full of said contract and for work done on said building."

Which report was adopted and the account allowed at \$3,466.00.

Ald. Thompson, from the Committee on Judiciary and the City Attorney, to whom was referred the form of resolution lately introduced by the Board of Public Works for work on streets. Reported in favor of abridging the same according to the form returned. Which was accepted.

Ald. Orton, from the Local Committee of the Fifth Ward, to which was referred the petition of