

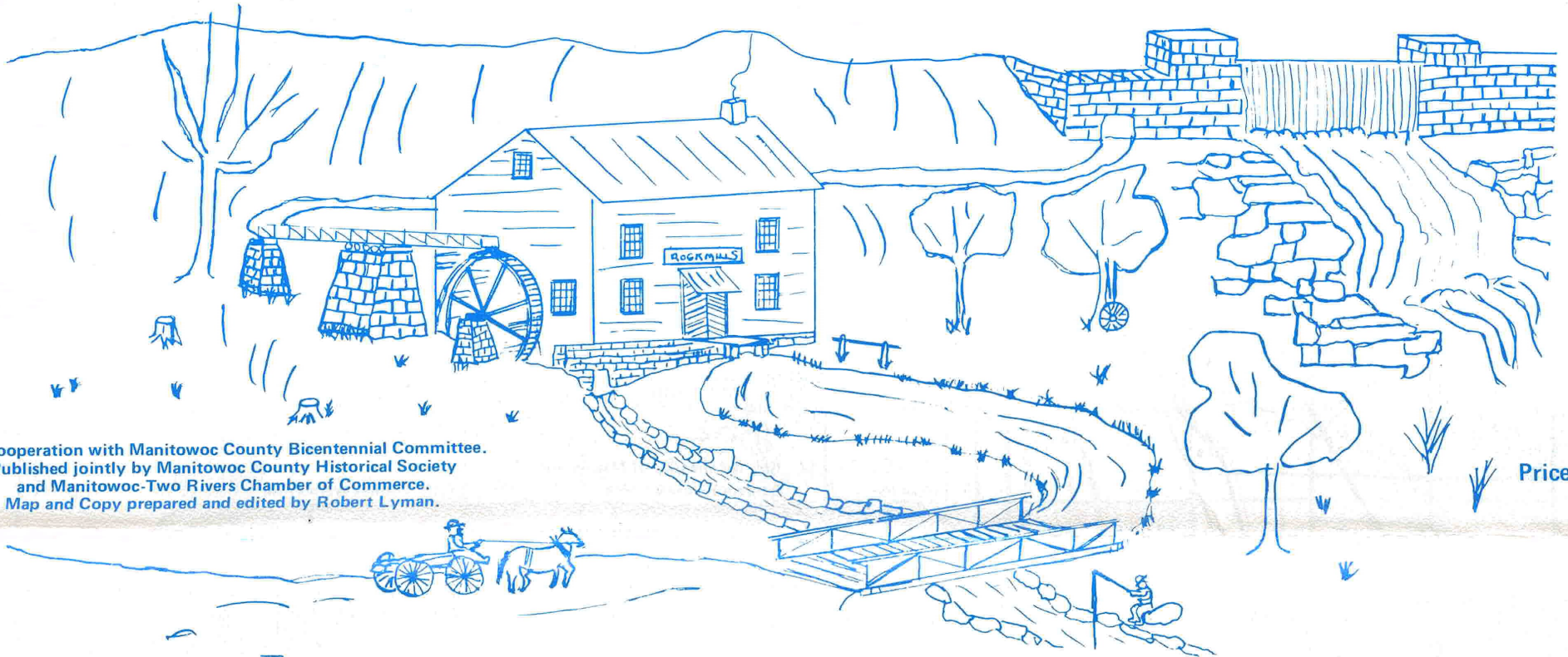


Manitowoc
County
Bicentennial
Committee

Manitowoc
County
Historical
Society

MANITOWOC COUNTY

FOOT PATHS OF OUR HERITAGE



In Cooperation with Manitowoc County Bicentennial Committee.
Published jointly by Manitowoc County Historical Society
and Manitowoc-Two Rivers Chamber of Commerce.
Map and Copy prepared and edited by Robert Lyman.

Price: \$1.00

What is now the County of Manitowoc was owned by the Indians until claimed by Spain on May 4, 1493. In the seventeenth century France took possession; it so remained until it passed to Great Britain as a result of the Seven Year War in 1763. At the close of the Revolutionary War in 1783, it became a possession of the United States. In 1789, it was made a part of the Northwest Territory, and in 1800 a part of the Indian Territory. In 1809 it was included in Illinois Territory and so remained until 1818, when it was attached to Michigan Territory. On April 20, 1836, it was included in the territory of Wisconsin. On September 6, 1834, the boundaries of Brown County were fixed. On December 7, 1836, the County of Manitowoc was created and set off from Brown County.

Manitowoc County derived its name from the Indian word "Munedoowk." It comes from the Chippewa Indian language and it is said to mean "home of the good spirit" or great spirit. Another translation for the word Manitowoc was "the devil's den." The name resulted from a tradition among the Indians that a non-descript being was at various times seen at the mouth of the river. Bands of Chippewas and Menominees were living in Manitowoc County when the white settlers first came in 1836. They were reported as peaceful at all times, with no trouble to the pioneers, the principle occupation of the Indians being hunting and fishing. Early traders wrote of seeing the shore of the lake lined with Indians spearing white fish. The Indians usually retired from the lake shore to the interior during the summer, but returned in the fall and camped on the flats along Manitowoc Rapids and near the lake shore between Manitowoc and Two Rivers. Indian campgrounds were common throughout the county especially along the rivers and streams. Indian relics have been located at the Rapids, Two Rivers, the fork of the Manitowoc River S/E of Collins, Cato Falls, Clark's Mills, and Schleswig.

French fur traders established trading posts here in 1795, Jacques Vieau being the first. These were located at the Rapids and Jambo Creek. The French fort of LaBaye was established at Green Bay in 1717, and this was an important center of French activities for the next three decades. In 1816 the important American post of Fort Howard took the place of its French, and later English, predecessors, the same year Fort Dearborn (located in what is now Chicago, Illinois) was rebuilt after being destroyed by fire. The trail that connected the two forts was nothing more than an Indian path at that time; soon it was upgraded to accommodate supplies and mail between the two forts. It was related by one old mail carrier, Alexis Clermont. The trail was so far from Lake Michigan that you could only see the Lake at Milwaukee, Port Washington, and Two Rivers. Being further away from the lake made it easier to ford the rivers and streams. Consequently, the first settlement was established at Manitowoc Rapids instead of nearer the lake. The first settlers to come here were lumbermen, interested in the pine and tamarack forest extending along the lake shore. As the forests were depleted the settlers turned to agriculture. More and more grist mills were established along the many rivers and streams in Manitowoc County, until at the peak there were over forty mills in the area.

Manitowoc County, from the earliest days, was fortunate in the people who came here. Almost without exception they were people who were looking for an area in which to work, live and grow, and to raise their children. The pioneers raised large families of eight to sixteen children who aided them in clearing the land, and who in turn became owners of the farms which their parents carved out of the wilderness. The pioneers were here to make permanent homes. They had come to escape religious and political persecution, and to better their economic status. They came vowing to make this new land a place of freedom and opportunity for themselves and their children.

The residents of Manitowoc County have always shown a sincere interest in their heritage, and the history of their county. With the joint cooperation of the Manitowoc County Historical Society, The Manitowoc County Bicentennial Committee, and The Manitowoc-Two Rivers Chamber of Commerce, we have been able to bring you this Historical Map of the County.

Since the establishment of the Manitowoc County Historical Society in 1906, until now, with the development of the Historic Village, much has been written and published. Public interest has been stimulated to secure a greater understanding and appreciation of the area of Manitowoc County. This map is not a literary pursuit, but rather an organized interpretation of the recorded places, events and legends that have made Manitowoc County great.

This Historical Map covers more than 377,600 acres that make up that portion of Wisconsin called Manitowoc County. It is certainly impossible to list all the historically important events that have occurred since the county's beginning. Many of the omissions in this map can, with your help, be added for future editions.

In the meantime, use this map on your pleasure trips around our beautiful county. Refrain from trespassing on private property without permission. Resist the temptation to gather "souvenirs" but rather, leave things as they are so that others who follow can share the excitement of rediscovery.

The entire proceeds of the sale of the map will be submitted to the Manitowoc County Historical Society's Historic Village. Maps can be secured at the Manitowoc County Court House, in the office of James Kornely. Have a great time touring beautiful Manitowoc County.

ROBERT LYMAN
Historian

1. "RAWLEY POINT LIGHT STATION" (N-5) — The handsome brick building with its turret-like tower at one end has been a guide to mariners since 1853, situated in its pine forest setting. The U.S. Coast Guard operates the structure. In 1892 the opportunity to secure a newer, higher and better tower came about. The new light tower had been made in France and was a part of the French exhibit at the Chicago World's Fair. The U.S. Government acquired the structure, dismantled it, and towed it on scows to one of the most dangerous navigational points on Lake Michigan—Twin Rivers Point. When the reconstruction of the new tower was completed, the old tower was reduced to roof-top level and became part of the keeper's home. The new tower still stands and is one of the few metal towers, the majority being constructed of brick.

2. "LARGEST FISH" (M-8) — The sturgeon is the largest fish in Lake Michigan. At the turn of the century, Nelson and David LeClair and Joseph Kimmes from Two Rivers claimed that they caught the largest fish in the area. It weighed one hundred and sixty pounds and was six feet, six inches in length, and measured three feet, six inches around the center.

3A. "LAKE MICHIGAN FROZEN OVER" (N-8) — The year 1906 saw Lake Michigan frozen over. All the fishermen's nets were lost that year.

3B. "FISH CATCH" (N-8) — The largest haul of trout was made in 1908 when four thousand pounds were caught in one morning, filling the boat to within eight inches of the top.

4. "INDIAN JUSTICE" (L-8) — On one of their occasional feasts the Indians were freely indulging in "fire water." In a fit of frenzy a husband killed his wife. Her brother, living in the Rapids, was immediately notified. He ran along the beach to Two Rivers without stopping, eager for revenge. His father attempted in vain to restrain his son. The murderer, in the meantime, anticipating his fate, lay down in the sand where the brother found him. Shoving his father aside, he placed the muzzle of his gun to the murderer's head and blew his brains out. He was seized by the Indians and confined to a wigwam, while a council of the leaders of the tribe deliberated over his fate. He was told to leave and was never heard from again.

5A. "MEMORABLE JULY 5, 1852, TWO RIVERS" (L-7)

— Excursionists came from Milwaukee, Sheboygan and Manitowoc on the side-wheeled steamer "Planet." Celebrations began with a parade and an elaborate dinner, followed by a program of speechmaking and games. In order that the celebration might be duly ushered in, an old cannon from the defenses of Fort Howard was brought back into service. Six 50-pound kegs of powder were purchased and the cannon was situated on a knoll next to a 75 foot flag pole. For convenience the powder was sewed in one pound flannel bags constituting one charge. One keg was left open to be used for priming the charge, all the bags were piled conveniently near at hand. Promptly at four o'clock in the morning the first charge was fired. At ten o'clock disaster struck. It seems one of the children threw a fire cracker in the open keg of priming powder causing an explosion that threw fire 100 feet in every direction. When the smoke cleared it was found that 36 people had been more or less severely injured. Albert Jackson died within a few hours, but many were severely disfigured for life. The old cannon was used on occasion for almost fifty years. Finally it ended its glorious days by bursting while firing a salute for Schley's victory at Santiago, July 4, 1898. Fortunately, no one was injured.

6A. "THE CHOLERA EPIDEMIC OF 1850" (L-7) — On Sunday, August 5, 1850, while the Indians were holding a big celebration in the village of Two Rivers, six people died and many became ill with what they called Asiatic Plague. The county toll of death for the week was fifty. When a schooner finally arrived there was a general exodus to Sheboygan, thus spreading the dreaded disease further.

6B. "FIRST BREWERY" (L-7) — The County's first brewery was established at Two Rivers. Follantine Kaufman and Edward Mueller were the malters who ran a brewery and had their products transported to Manitowoc, Neshoto and Mishicot by row boat.

7. "TWO RIVERS TANNERY" (L-6) — In 1851, the first tannery building was erected. It was known as the Wisconsin Leather Company, and founded by Cyrus Whitcomb, Rufus Allen and George Allen. The founders had purchased 1,200 acres of hemlock-laden timber lands surrounding their site and had paid the government 50 cents an acre. The main building measured 315 by 50 feet and processed 60,000 hides a year. The hides came from the great plains of Texas and were shipped from the slaughtering city of Chicago. As the company's supply of bark began to run out, they received their supply from farmers and woodsmen from a distance of up to fifteen miles. The tannery was steam powered and used approximately 7,000 tons of tanning bark each year. There were about 100 men employed at a time. During the shipping season, boats arrived twice a week. It has been said that the men that unloaded the boats were given an ample supply of the alcoholic "spirits" to help them overcome the smell of the hides from the hole of the ship.

8. "WHERE MANITOWOC GOT THE NAME CLIPPER CITY" (K-9) — In 1854, William W. Bates built a schooner by the name of Clipper City for Platt & Brothers. About this time, different lake ports were nicknaming their cities: Chicago was the Garden City, Detroit was the City of Straits, Cleveland was the Forest City. He suggested that the name Clipper City be used for Manitowoc, since the vessel he was building was under the same title. When Clipper City was finished and made her maiden voyage to Chicago he called his friends, Schripps and Bross, editors of the Press and Tribune, which later became the Chicago Tribune. They gave the boat and Manitowoc a write up.

9. "SINKING OF THE ROUSE SIMMONS" (N-5) — She was better known as the Christmas Tree Ship. She was 127 feet long with a 27½ foot beam. A three-masted schooner, she was a veteran of 44 years on the lake, spent mostly in the lumber trade. On November 23, 1912, it foundered in 180 feet of water with a cargo of Christmas trees destined for Chicago, an annual voyage made for many years. The little schooner had become weighted down with freezing spray, saturating the Christmas trees piled on deck. It settled beneath the waves of Lake Michigan with a crew of seven and a dozen lumberjacks on board. For many years, fishermen snagged Christmas trees in their nets.

10. "SINKING OF THE MAGELLAN" (L-8) — The Magellan was a three-masted schooner loaded with a cargo of 20,000 bushels of wheat. She was a veteran of the lakes. In 1877, caught in a storm off Twin Rivers Point, the Magellan ran aground. Her crew lashed themselves to the ship's rigging after which she "turned turtle" and all were drowned. Her upturned hull drifted to a point halfway between Manitowoc and Two Rivers where she was lashed to rest. The remains of the vessel could be seen for many years, bottom side up. The Magellan was reported to have had a crew of nine. Hands and pieces of flesh were found still fastened to the rigging where the crew had lashed themselves, hoping to be rescued.

11. "SINKING OF THE MARIA" (M-8) — In the fall of 1895, the schooner Maria was busy taking on a load of railroad ties off the port of Two Rivers. Heavy seas struck the ship and the crew of six was rescued by Joseph Cayo and three other eastside fishermen in their Mackinaw boats. By the next morning, the storm had driven the Maria aground, where she broke into pieces.

12. "SINKING OF THE LaSALLE" (M-7) — The three-masted schooner LaSalle was driven aground on the east side beach of Two Rivers just before the life guard station was built. A volunteer crew took Captain John Parker and eight men off the ship and transported them to shore in their Mackinaw boats. The ship had been loaded with a cargo of wheat and was bound for Buffalo, New York. In three days she pounded to pieces on the sand bar.

13. "MARIBEL CAVES HEALTH RESORT INN" (H-2) — Today the property is referred to as the Maribel Caves Inn. It stands majestic and holds a place of honor and respect in the history of our county. The property was purchased by the Charles Steinbecker Family in 1892 from Judge Aldrich and John Ordning. In 1900, Father Francis X. Steinbecker promoted the idea of building a health resort and recreation area, the attraction being the rich mineral springs and the natural caves that open into the cliffs along the West Twin River. The property consisted of 450 acres on which vacationists could enjoy the quiet pleasures of bathing, boating and fishing on the river. There was woodland seclusion for the adventure seekers and unlimited scenery. Water was pumped by a hydraulic ram from the springs to the hotel and a stone building in the rear was used for bottling carbonated soda. Mrs. Steinbecker managed the hotel for many years. Her reputation for fine meals and spring water with great therapeutic value was known throughout the county. Much of the property has been divided and sold with the County owning the area of the caves. The Inn is now owned privately and used for a tavern. Father Steinbecker had the distinction of being one of the few men to be buried at Silver Lake Convent.

14. "LOG DRIVE" (F-5) — Last pine log drive down the Branch River was in 1879. The last cedar log drive was in 1894, conducted by the Reif Brothers.

15A. "FIRST WEDDING" (J-9) — The first wedding in the county was performed in Manitowoc, July, 1837, by Benjamin Jones. The bridal couple were E.L. Abbott and Marie Smith sister of Perry Smith one of our county's earliest settlers.

16A. "MONSTEROUS BEAR" (D-14) — A monstrous bear weighing 450 pounds was killed by a German settler in the southern part of the county, town of Schleswig, in October, 1859. The carcass was brought into the city of Manitowoc for sale.

17A. "FIRST POST OFFICE" (I-9) — The first post office was established at the Rapids in July, 1837, with Joseph Conroe as the postmaster. Francis Flinn was mail carrier, with the mail being brought in twice a week.

15B. "FIRST SHIP BUILT" (J-9) — In 1847, Capt. Joseph Edwards, constructed the first lake vessel built in Manitowoc. It was built at the bottom of the hill by the river, a little northwest of where Schuette Park now stands. The little craft, of sixty tons burden, or, as an old settler expressed it, capable of holding 150,000 feet of lumber above water, was christened the Citizen. The lumber used for her construction was sawed at the Conroe Mill, the first saw mill in the county, located in the Rapids. The spikes, nails, anchor, and rope were brought from Chicago. The entire cost of her construction was \$3,000.00. The building of this schooner was the beginning of an industry which in later years made Manitowoc famous. The Citizen, owned by her builder, was lost in a gale on the East shore of Lake Michigan about ten years after her construction.

17B. "FIRST COURT HOUSE" (I-9) — In 1838, while still a territory, Wisconsin was divided into thirteen counties and the Rapids was chosen as County seat for Manitowoc County. Settlers immediately undertook the building of a court house north of the village. It was a one story frame building that took two years to complete. Jacob W. Conroe was paid the sum of \$650.00 to build it, and a jail. The frame building was used until April 30, 1852, when it was destroyed by fire. Benjamin E. Lynde, who had been adjudged insane, was jailed for safe keeping. In an attempt to escape, he took a red hot poker from the stove to burn the lock away from the wooden door. In so doing, he burned the entire building down. Fortunately, Lynde and the county records were saved. He was sent to an asylum in St. Louis where he afterwards died.

18. "LOG ROLLING" (E-5) — A log rolling was held in the town of Franklin, August, 1860. A record twenty-five acres of land was cleared in just eight hours. A total of 150 men with 40 yoke of oxen were used. Dancing and frolic continued well into the early hours of the next day.

19. "FIRST CULTIVATED FARM" (I-8) — Hiram McAllister cultivated the first successful crop of oats in 1838, located in a field on the southwest corner of Highways 141 and 10. In 1848 there were only 12 cultivated farms in the county. By 1850 there were 200, a remarkable growth.

15C "INCORPORATION OF MANITOWOC" (J-9) — Manitowoc became an incorporated town in 1851. Most of the businesses were on the North side of town, while the South side made up most of the residents.

21. "FIRST TRADING POST" (J-3) — In 1795, Jacques Vieau of the Northwestern Fur Co. of Mackinac was sent here to establish a jack-knife trading post at the point where Bad Creek enters the East Twin River. He was accompanied by his half-Indian wife, his three eldest children and a clerk he brought along to man the post. He brought along a large supply of trade goods. The Indians couldn't pronounce his name so they called him Jambo; thus the name Jambo Creek in his honor.

22. "HIGHEST POINT IN COUNTY" (B-14) — The highest point in Manitowoc County is Range 21, Town of Schelswig. It is 359 feet above the level of Lake Michigan.

23. "CANAL PROPOSED" (B-9) — In 1844, a canal was proposed between Lake Michigan and Lake Winnebago using the bed of the Manitowoc River. Thirty-seven locks were estimated to be required, but the project never received much attention.

24. "PESHTIGO FIRE" (K-6) — Penetration of the Peshigo Fire extended to the northern parts of the county, to the North and West of the city of Two Rivers, in October, 1871, at the same time Chicago was also experiencing a fire that destroyed most of that city. Other bad fires were 1864 and 1895.

16B. "BEARS" (D-14) — Bears were seen frequently in the county as late as 1880. A Lynx was shot a half mile from Manitowoc in 1859.

25. "FIRST MURDER" (I-7) — In the Spring of 1821, Dr. William Madison the post surgeon of the troops at Fort Howard received a furlough to visit his home in Kentucky. A few miles north of the Rapids he was shot from ambush by Ketaukah, a Chippewa Indian. The entire charge landed in the back of Madison's neck. Chief Wampum was notified and delivered the murderer to the authorities. Ketaukah was taken to Detroit in October, where he was convicted. On December 27, 1821, he was hung.

26. "FIRST INDIAN SCARE" (G-4) — First Indian Scare was at the Rapids in 1842 but Chief Wampum assured the settlers that the Indians were peaceful. "Second Great Indian Scare" — On September 2, 1862, early in the morning, residents of Manitowoc were awakened by messengers on horseback from Rapids, Branch and Kellersville. It was told that Indians were burning and murdering everything and everybody in their path. This created great panic. For two days residents fled; some built fortifications on the Centerville pier out into the lake. The 26th Army Regiment rode out to confront the murderers, only to find there was really no mayhem at all, only rumors started by "Copperheads," Southern sympathisers trying to create disorder amongst the Northern states during the Civil War.

27. "ENCROACHMENT OF LAKE MICHIGAN" (M-2) What is now part of the Wisconsin-Michigan Power Company property once belonged to P.J. Schroeder, one of the early settlers of the town of Two Creeks. In 1858, he purchased 320 acres of land in Section 14, bordering the lake for nearly three-quarters of a mile. Eighty years later, in 1938, this property was re-surveyed and found to contain 295 acres, a loss of 25 acres due to the erosion of his land. This is an average of about 2 1/2 feet a year. I wonder how much land was lost up to the time the nuclear plant bought it?

28. "PETRIFIED FOREST" (M-1) — Geologist J.W. Goldthwait discovered the exposure in 1907. Logs and trees that had been buried for over 10,000 years were exposed by the erosion of the lake.

29. "VILLAGE OF TWO CREEKS" (M-2) — The Guido Pfister Leather Co. of Milwaukee established their tannery in this location in 1861. Soon there was an influx of people who sought employment. In 1863, the unincorporated village was created, in addition to the tannery, a saw mill, school, store, boarding house, tavern, blacksmith shop, wagon maker, tailor, shoemaker, a meat market, telegraph office, and a large market for hemlock bark, logs, ties, cord wood and other farm products. At the height of prosperity of the village, there were about sixty resident families, living in homes mostly built by the company. There was a pier that extended 300 feet into the lake. The tannery was operated for almost twenty years. The general store and the hotel were among the last to be operated, and finally about 1920 were destroyed by fire. Since then the land has been sold to adjoining farmers. The evidence of the village is still there but the once thrifty, industrial little village of Two Creeks is no more.

30A. "THE MILWAUKEE, MANITOWOC & GREEN BAY RAILROAD COMPANY" (I-13) — The construction of the line as far as Sheboygan was begun in 1870 and the first train was run into Sheboygan January 1, 1873. The tracks were completed to Manitowoc during the summer of 1873. The day on which the rails were joined at Centerville, a delegation went from Manitowoc. On their return, they were all treated to silk hats and alcoholic spirits. In a joyous mood, they smashed the hats. The first train to use the newly completed road was a circus train.

30B. "WINTER OF 1880-1881" (I-13) — Snow and very cold weather came early in November, 1880, and continued. There was no thaw and frequent snow falls. By the beginning of the year 1881, the snow became very troublesome. It was very difficult to keep the railroads running and almost impossible to keep the trains on time. This continued through February; there was no thaw for nearly five months. The climax came with a storm that lasted from the last day of February until the second day of March, when it snowed continuously for 72 hours. Along with high winds, the snow filled all the cuts making it impossible for any trains to move. It was nine days before hand shovelers could open the snow up so a train could get through from Milwaukee. The worst was yet to come, as when the snow began to melt, ice was formed, covering the railroad tracks and causing numerous derailments. In the Spring, many bridges were washed away by the flooding when the snow finally melted.

31. "ELECTRIC TROLLEY LINE" (K-8) — In 1900, Thomas and Henry Higgins secured a franchise to build a trolley line from Manitowoc to Two Rivers and then on to Kewaunee and points North. The Higgins Brothers franchise extended for 35 years, but never extended in length beyond Two Rivers. The cars began running in 1902. The equipment consisted of two interurban cars, and several cars used for city only. The line known as the Manitowoc & Northern Traction Co. The operation served the two cities well until the depression, and in 1929 went out of business.

32. "SINKING OF THE VERNON" (N-4) — On October 29, 1887, the steamer Vernon, just a year old, was on a regular run from Mackinac to Chicago. The steamer measured 160 feet with a displacement of 560 tons. She was considered a sturdy vessel, and had withstood storms on her other voyages. Apparently she became disabled in a storm. Alfred Stone, the only living survivor, did give some testimony as to what occurred, but had spent four days on a raft and was more dead than alive when found. Stone related that he was lying in his cabin when he heard a terrible sound at the back of the ship. He grabbed two life preservers and jumped into the stormy sea. He made his way to a life raft. The Vernon sank within a few minutes. Huge waves broke over the raft that held six men until one by one they were washed overboard into the lake. Stone clung to the raft, and the stormy seas carried him forty miles South to Sheboygan. Wild tales that the Vernon carried vast sums of gold coin from a Canadian trading post for deposit in a Chicago bank have never been substantiated. Debris was washed ashore for months after the tragedy. The hull of the Vernon struck a sandbar just North of the Point Beach light house and was washed toward shore in a southerly direction. Today her timbers are exposed from time to time by the shift-

ing sands of the lake. The citizens of Two Rivers had the victims of the disaster buried in two plots of the Pioneer's Rest Cemetery. A total of forty persons perished in the wreck.

33. "WHALEBACK CHRISTOPHER COLUMBUS" (K-10) — Built at a cost of \$290,000.00, the ship took its name from the Columbian Exposition held in Chicago in 1893. Forty-three whalebacks were built for the Great Lakes, but the Columbus was the only one built for passengers. Pink stacked, white hulled, the boat made its debut at the Exposition taking passengers from the city's down-town loop area to the fairgrounds at Jackson Park. In her first year of life, the ship carried two million passengers without a mishap. The huge ship could carry 5,000 passengers, all of whom could disembark in five minutes if need be. Her statistics were impressive; 42 foot beam, with a draft of nearly 17 feet, 363 feet in length, gross tonnage of 1500 tons, and a cruising speed of 20 miles per hour. Captain Goodrich purchased the Columbus to keep it out of competition. After sitting many years on the Manitowoc River the great boat was finally scrapped in 1937 and sent to Japan. Many residents of Manitowoc proudly cherish momentos of the proud ship Christopher Columbus.

34. "LEGEND OF ZACHARY TAYLOR'S FALL IN THE DEVIL'S RIVER" (G-2) — In 1829, he became a Lieutenant Colonel in the U.S. Army and served in Wisconsin during the Black Hawk War, where he received the surrender of Chief Black Hawk in 1832. During much of this period he was stationed at Fort Howard in Green Bay. The story goes that he was on a mission in the early spring with a small patrol heading to Fort Dearborn in Chicago, on the Military Road. He had to cross the Devil's River south of Cooperstown. At that point the ledge rock was smooth, making an ideal point to ford the stream. Attempting to cross, he was swept away by the turbulent spring runoff waters and was close to drowning but the quick thinking of his men saved his life. He later went on to become the 12th President of the U.S.

35. "LEGEND OF THE GOLD PAY ROLL FOR FORT HOWARD" (K-4) — Old time residents of the county tell the story of how a small patrol of soldiers were taking the monthly pay roll of \$30,000.00 to Fort Howard from Fort Dearborn. In the Manitowoc County area, on the Military Road, the officer in charge became ill, and also was worried, as a group of Indians were following the patrol. During the night, so the story goes, the officer crept away from the campsite and buried the gold, fearing they might be robbed by the Indians. But the following day the officer died, taking with him the secret of where the gold was buried. As far as the tale goes, the gold has never been located, but there was one farmer near Mishicot (who's land the Military Road passed through), who was determined the gold was buried on his land, and spent many years of his life looking for it.

36. "TWO RIVERS YOUTH HOSTEL" (L-6) — In 1941, Walter Zander and his wife started the Two Rivers Youth Hostel, along with the Two Rivers Womans Club and the Rotarians. A stucco garage was made into a kitchen and dining area. There was a small building in the Sugar Maple Woods that served for sleeping quarters. Mrs. W.G. Dickson was the first person to use the facilities. Later, other buildings were moved in along the East Twin River. Up to the time Mrs. Zander passed away they had over 6,000 hostellers. The Zanders received many honors for their fine work. Hostellers have come from many foreign countries throughout the world.

37. "MYSTERIOUS JOHNNY BUTTONS" (H-5) — There was an Indian who camped for several years in the town of Kossuth who created a great deal of mystery for the settlers. He camped several miles away from the other Indians and he was always neatly dressed in a full suit of buckskin, with leggings and moccasins. He was tall and well formed. The peculiarity was, he spoke excellent English, and used better manners than most white men. He told the settlers his name was John Williams. He wore a large black leather belt across his chest with a large sheath knife on the end. The belt was thickly studded with large, flat brass buttons so the settlers gave him the name of Johnny Buttons. He never spoke of his past but it was quite evident that at some period in his life he had been very close to the white people. The mystery remains.

38. "1674—FATHER JACQUES MARQUETTE AND LOUIS JOLIET" (N-1) — On their return from the discovery of the Mississippi River by way of Chicago portage, paddled past our shores on the way to Green Bay.

39. "CONROE MILL — FIRST RESIDENCE IN THE COUNTY" (I-9) — In 1836, Jacob Conroe and his brother, John D. Conroe, from Middlebury, Vermont, purchased several hundred acres of land, and proceeded to build a saw mill and two dwellings. They brought along thirty men to build and man the mill; they purchased the lumber to construct the mill from Chicago and had it shipped by schooner to the mouth of the Manitowoc River where it was unloaded from the schooner. Mr. Conroe's other brothers, Horace and Levi, soon joined them. The Conroe Mill played a great part in the settlement of our county. The first white woman lived there. It was the location of the first post office, and the lumber that was used to build the first ship in Manitowoc was sawed there. If you look East of the present bridge over the Manitowoc River on U.S. 141 you can see, during low water in the river, the wooden elm piles from this first dam of the Conroe Mill. The Conroes left the area in 1845.

40. "KLINGHOLZ MILL" (I-9) — Charles Klingholz left his native land of Germany in 1849. He soon settled in the Rapids and began clearing land for his home, and later a saw mill one and a half miles upstream from the Rapids on the Manitowoc River. He operated his mill until 1867. He had trouble with the Hubbards who operated a mill a mile above his dam. It seems when he would raise his dam up with flash boards when the water level was low it would cause the tail water from the Hubbard Mill to be inoperative. With pressure from the Hubbards, he moved his mill down river on the ice in the middle of the winter of 1867. The original mill was located on what is now Vit's Boy Scout land. If you notice the present low part of the mill, that is the original building. The higher part was added later. Charles Klingholz had 12 children; 9 lived to maturity. He was well known and had lumber interests as far as Reedsville. The mill was also the site of the first electric plant in Manitowoc County.

41. "MAX BOEHM SAW MILL" (F-6) — Max Boehm left Austria at the age of seventeen. He worked in lumber mills for fifteen years in the state of New York. In 1868, he arrived in Manitowoc County and built a shingle mill on a forty acre tract of land near a farm that his sister had lived on. The mill was located just South of the Taus Bridge over the Branch River. The first mill burned down,

so he built a new mill about 600 feet farther down south on the river where the banks were higher. Then his dam could be higher, giving him more power. But the new dam was still not enough so he purchased a steam engine, giving him greater power. He operated the mill until 1898. His son Joseph then took over and operated the mill until 1930 at which time it was dismantled.

42. "MANITOWOC RIVER" (C-10) — The Manitowoc River drains about four hundred square miles of farm land. It rises in Calumet County and after a winding course through Rockland, Eaton, Liberty, Cato, Rapids, and Manitowoc it finally empties into Lake Michigan, its descent being 262 feet from Cato Falls to the Lake, a distance of fifteen miles. The water power is tremendous. In this 15 miles there were ten dams on the river.

43A. "VILLAGE OF MARIBEL" (G-2) — On March 1, 1859, David and Henrietta Wegener sold 40 acres of their farm to the congregation of the German Evangelical Lutheran St. Johannes Church for the sum of \$100.00. Soon, hard working German farmers came to work the land and practice their religion as they wished. Gradually more people settled in the area. In 1905, the railroad came through and a depot was built. Many people moved in closer to the new village. Kust's store was built in 1911 by Albert Kemfert. The five DeWayne brothers moved their farm machinery and hardware business in from Cooperstown in 1919. Frank Kellner came from Germany in 1906. He had come to help his Uncle Joe, who owned the Kellner Hotel. Frank didn't like the bar room tasks, so he turned to his trade of a butcher and bought out John Wotruba in 1919. Phal's tavern opened in 1907. The largest building was the Maribel Grain Co. elevator built in 1910. Haskins grocery store was built in 1922. No one seems to know just how Maribel received its name, except Father Steinbecker had named the resort at the caves "The Maribel Cave's Resort" in 1900, and most of the people getting on and off the trains were coming to the Maribel Caves.

43B. "DeWAYNE BROTHERS AUTOMOBILE DEALERSHIP" (G-2) — In the early 1920's, before there was an automobile registration, the DeWayne Brothers had a Buick automobile dealership. One day a stranger came to buy a car and took it out for a test drive. That was the last he or the brand new, seven-passenger Buick was ever seen. That was the last straw. The elder brother, William DeWayne, had not really believed that the moror car was here to stay anyway. To show his contempt for the horseless carriage, he went out and purchased a solid carload of surreys, wagons and buggies at a cost of about \$100.00 each. It turned out to be a bad guess. The automobiles remained on the streets and the buggies remained in the DeWayne warehouse. They finally sold them to a fellow from South Carolina for \$25.00 a piece, and were glad to get rid of them, having had them stored in their warehouse for 25 years. That must have been why the DeWayne Brothers were known for their sales in farm machinery, and not automobiles.

44. "GREENSTREET VILLAGE" (F-3) — Greenstreet Church and village were named after one of its first settlers. The neighborhood's first tavernkeeper was named Zeleney. The name Zeleney, in Bohemian, means green; hence Zeleney Street or Greenstreet. Many oldtimers remember the stately little wooden church, officially named St. Wenceslaus. Built of logs, it served the residents from 1859 until 1929, at which time the members voted to attend St. Joseph's in Kellnersville. In 1947, the beloved little church was torn down by Jess Lambert. The first settlers arrived in the community in 1853. They were Wenzel Zeman, Simon Zaruba, Trestnik Kasper Birger, all from the community of Kremszka in Bohemia. There was a cheese factory, Joseph Siebold's hall, tavern and store, and several homes. Most of the buildings were burned down in a fire. The existing tavern was part of the old cheese factory and was moved to its present location. The school was located several miles to the northeast.

45. "LAX CHAPEL" (B-12) — In 1875, the pioneer Frank Lax built a chapel on a knoll a short distance from his farm home. The small structure, with the passing of the years has become a figure of much interest, and almost a legend in our time. Over one hundred years ago he built the original chapel as a result of a promise made during a serious illness. Frank Lax had spent much time as a young man visiting the shrine 'The Church of the Sacred Blood' where thousands of other pilgrims visited frequently, in Loucim, Bohemia. He had learned to love the Shrine deeply. Hearing of the promised land in America, Lax like many of his countrymen before him, decided to seek his fortune here. He settled a few miles southwest of the village of St. Nazianz. While clearing land for his farm he became gravely ill and his life was drawing to an end. He vowed that if his life could be spared he would build a shrine in honor of the shrine in Bohemia. His condition began to improve rapidly. In a clearing, on a knoll, he built his shrine. Lax took great care to see that the chapel was always open for those who wished to pray there. Frank Lax passed away in 1934, but his family has carried on the tradition that he started. The chapel is open on Sundays only; there is an annual mass conducted on July 4, at 10:00 a.m. The Frank Lax, Sr. Family, R.R. 1, Kiel, Wisconsin, can be contacted for group tours. Donations are accepted. A complete story can be purchased for 25 cents at the Lax farm just South of the Chapel.

46. "KAUFMANN CLASSIC AUTOMOBILE RESTORATIONS" (I-11) — Since 1966 Joe Kaufmann has turned a hobby into a full time job and has become the restoration specialist of the Duesenberg automobile, although it's been 40 years since the last Duesenberg was made, and only 470 of the classic model J. were made in eight years. Joe Kaufmann has worked on about 30% out of about 100 Duesenbergs left in this country. He's worked on cars that have been previously owned by Clark Gable, Gary Cooper, William Randolph Hearst and many other famous people. He sometimes spends three years on a restoration, with the price ranging from \$8,000 to \$20,000. Few people realize that in the humble shop south of Manitowoc the most expensive cars every built are being resurrected.

47. "MANITOWOC SHIPYARDS" (J-9) — Ships were built on the Manitowoc River since 1847, when the Citizen was built by Captain Edwards. The finest schooners on the Great Lakes have been built here. Manitowoc has always enjoyed the reputation of building the finest and fastest ships on the lakes. From 1847 to 1892, a total of 116 schooners and clipper ships were built here. In addition, 40 steamers and 35 tugs were built. All these boats were built by various yards. In 1903, The Manitowoc Shipbuilding Co. was formed. Since its beginning, it has built a reputation unparalleled in the construction of fine boats. During W. W. I., it expanded its facilities and produced 35 freighters for the U.S.

Shipping Board. Just prior to W. W. II., the Navy awarded them the contract to build ten submarines. During this period 28 subs were built. The Manitowoc yard won the coveted Navy "E" for production achievement, with four renewal stars. The 165 million dollar program had employed over 7,000 people. Twenty-five of the subs saw action, and were credited, with sinking 132 Japanese ships with a total of 488,918 tons. Four of the subs were lost with all hands.

48. "MANITOWOC SUBMARINE MEMORIAL ASSN." (K-9) — On January 11, 1968, the association was formed mostly by submarine veterans, and people that were interested in the heritage of the submarine construction program. One of the finest Marine Museums in the country has been formed by a non-professional group, contributing their time and effort in the preservation of the marine history that has made the city of Manitowoc great. Located on 8th Street next to the Manitowoc River, the submarine "Cobia" can be toured, also. Admission fee for both.

49. "GOODRICH STEAM SHIP CO." (J-9) — In 1856, Capt. A. E. Goodrich started the company with the purchase of the side wheeler Huron. By 1933, when the company was dissolved, its fleet has been expanded to 63 ships and included such familiar names as the Corona, City of Ludington, City of Grand Rapids, Alabama, Skylark and Christopher Columbus. Old timers recall the many happy excursions taken on the Goodrich Line. The company was feeling the competition of the railroads primarily for freight and passengers. Finally, a bankruptcy suit was filed December 20, 1932. Auction proceedings netted a little over \$36,000 for the entire personal property. During its heyday, Goodrich had been noted for hiring excellent skippers. Harry W. Thorpe and Fredrick B. Pabst (who later formed the brewery) were two of the best.

50. "KIEL" (A-15) — In 1854, Henry F. Belitz purchased much property from Mark Healy who held a patent on the property which is now Kiel. The place was originally known by the Indians as "Inchem Berg" which means Indian Hill. Henry Belitz built his home and then a saw mill and dam. Mrs. Charles Lindemann was asked to name his place in the wilderness and she gave it the name Kiel after her home in Germany. In 1850, the first store was built by Andrew Noll. In the year of 1856, many immigrants came from Germany. In 1859, a bridge was built across the Sheboygan River, and through the efforts of Henry Belitz, a road was cut through the forest to Sheboygan. It was known as the Sheboygan-Calumet Plank Toll Road. Before the road was built, it required a week for a team of oxen to travel the round-about Indian trails to Sheboygan and back. The first school was built in 1857, the land being donated by Mr. Belitz. Kiel prospered rapidly, the people being socially inclined and group-activity conscious. It was natural that singing, athletics and theatrical society flourished. Kiel has many industries that have contributed much to its development: The Laun Furniture Co., The Kiel Woodware Co., and Stoelting Brothers are three. There was the Wooden Shoe Factory that produced more wooden shoes than any other plant in the world.

51. "ROCKVILLE MILL" (B-15) — In 1864, Henry C. Stoll built a mill and dam on the Sheboygan River. At that time there were still Indians living in an area North of the river. The original mill sawed lumber but soon added a grist mill for grinding flour. Michael Weber rebuilt the mill. He owned and operated the mill at Spring Valley and was a millwright that built many mills in the country. In 1914, he installed three water turbines. At that time he also rebuilt the dam. The Rockville Mill still uses water power to saw logs for lumber in the winter. Willard "Buck" Hahn, the owner, no longer grinds feed.

52. "MILLHOME FEED MILL" (C-16) — The mill dates back to the Civil War. It was built in 1863 and has been in the Eichoff family since 1897, at which time it was bought at a sheriff's sale. In the last years of operation the water turbine wasn't used; the mill was converted to electricity. Millhome was a self-sufficient little village back in the 1920's when Eickhoff formed a partnership with Paul Jaschob after his fathers retirement. It included a saw mill, cheese factory, shoemaker, two taverns, a blacksmith shop, and a cider mill. All the businesses either died off or were forced to move when Highway 57 went through in the 1950's.

53. "YAKISH MILL" (F-1) — In 1858, Joseph Yakish left his native Germany with his family. Having been a miller he wanted to locate a good site to build a mill. He settled on the Devil's River, about three miles west of Cooperstown, and soon built a saw mill. All the machinery was constructed of wood; white oak for the frame of the wheels and gears, with maple spindles and gear teeth. The workmanship was truly a work of art. Later a shingle and grist mill were added. When the water was available the saw mill ran day and night, cutting 3,000 to 5,000 board feet a day with a ten-man crew. In 1902, Yakish had trouble with the dam and with low water at various times of the year, which lead to the decision to install a boiler with an Atlas Steam Engine. The mill operated until 1910. Two of the sons had been killed in accidents: one had drown and the other boy was shot in an accidental discharge of a gun. Some of the buildings were destroyed in a storm. The others were dismantled. About 1960, the remaining wooden gears and machinery were removed by a museum in the East.

54. "FRANCIS CREEK MILLS" (I-5) — Anton and Wenzel Chloupek came to the area of Francis Creek from their native Bohemia in 1847, settling about a mile north of the village. They built a dam with a saw and grist mill on French Creek. It was the first in the town of Kossuth. The mill pond was about a mile upstream with a dam 12 feet high that held back about 60 acres of water. After the severe winter of 1880, with much snow and heavy spring rains, the dam gave way, destroying most of the operation. The Chloupeks carried on the farming operation, but the mill was never rebuilt.

55. "KELLNERSVILLE" (G-4) — Named after its first settler, Michael Kellner, who purchased about 180 acres of land on the northeast corner of the village. He had come from Quebec, Canada, and was a tanner by trade. He soon built a home and a small store. A few years later he built a tannery and a shingle mill near the creek, and later a steam operated saw and grist mill. By 1868, there were so many settlers around Kellnersville that Michael Kellner offered to clear and donate two acres of land for a church. After clearing the land where the Stuebers Store now stands he decided to build a store there and purchase the land across the road for a church. He felt the northwest corner was a more logical place for the store, tavern and dance hall. In 1869 the St. Joseph Catholic Church was built. Soon, a second store was opened by Teweles, and Matt Dolezal opened a saloon.

Doctor Forms was the first doctor and Frank Rietter opened an undertakers establishment. Kellnersville became one of the busiest villages in the county from 1890 to 1915.

56. "RINGLING BROTHERS CIRCUS" (F-4) — They purchased their first pair of black bears, which were caught near Kellnersville.

15D. "JOHN SCHUETTE" (J-9) — Coming from Oldenberg, Germany, in 1848 with his parents and six brothers and sisters, they came directly to Manitowoc where his father opened a small grocery store on the present store site. After their father's death, John and Henry took over and expanded it into Manitowoc's leading department store. John sold out his interest in 1884 and began the Manitowoc Savings Bank. In 1868, John Schuette build the second flour mill in Manitowoc under the name of Oriental Mills. He also organized the first electric plant in Manitowoc, later to become the Manitowoc Public Utilities. Mr. Schuette took an active interest in community affairs, serving as an alderman and then as Mayor for five terms. He later was a member of the Wisconsin State Senate and truly one of Manitowoc's outstanding citizens.

6C. "SOLDIERS MONUMENT, TWO RIVERS" (L-7) — Dedicated June 9, 1900, to the men that served Manitowoc County in the Union Army during the Civil War. Before the first draft call on October 12, 1863, the county had sent 1,100 volunteers to serve the Union. A total of 2,467 men entered the service. That spoke highly of local patriotism, since there were only 4,000 voters in the 1860 election. About 200 county enlistees were killed or wounded during the four years of the war. Of this number, 72 were killed in action. The Soldiers Monument was first located in the center of Washington Street, directly west of the present site. During a street improvement project in the 1930's the monument was moved to its present location.

57. "LIBERTY POLE" (E-15) — First erected by Nicholas Dittmay, a Meeme farmer, in 1852. Over the years several poles have been replaced after being blown down by storms. In 1922, there was an official dedication made by the Town of Meeme. Liberty Poles were common in the pre-Revolutionary War period. Sons of Liberty erected tall flag poles as rallying places; red flags were flown as a signal for these men to gather. This tradition was carried on to Wisconsin by Nicholas Dittmay and later public-spirited residents of the Town of Meeme.

15D. "SPUTNIK IV FRAGMENT" (J-9) — On September 5, 1962, fragments of the disintegrating Russian Sputnik IV that was orbiting the earth after a May 15, 1960, space probe crashed to the earth in Manitowoc at the corner of Eight and Park Streets. Two police officers cruising the area found the 20½ pound piece imbedded in the pavement, still smoldering. The National Aeronautics Space Administration verified its authenticity. Government officials retained a six pound piece and sent the remaining part back to Russia. Replicas of the larger portion were made and given to the Rahr Civic Center for display purposes.

15E. "RAHR CIVIC CENTER" (J-9) — The Rahr Civic Center was dedicated in the memory of Reinhardt Rahr, industrialist, 1859-1921. His heirs gave his beautiful home to the city of Manitowoc in 1941 to be used to house the museum of the Manitowoc County Historical Society, and for other civic purposes. For several decades the building was used primarily as a museum, but with the development of the Maritime Museum and the Manitowoc County Historical Village the character of the exhibits has changed. Under the direction of Joseph Hutchison, the Director of the Rahr, with the generosity of Mrs. Charles West of the West Foundation, an addition was added to the rear side, known as the West Wing. With its auditorium, collections and meeting rooms the residents of Manitowoc now have at their disposal one of the finest cultural arts centers in the state, now known as the Rahr-West Museum.

58. "MANITOWOC COUNTY HISTORICAL SOCIETY VILLAGE" (G-9) — On January 11, 1970, Hugo and Elinor Vetting donated to the Manitowoc County Historical Society their entire 40 acre farm. This generous gift was made in the memory of their four children for preservation of the artifacts and the heritage of the people of Manitowoc County. In the past five years, much has been accomplished with the seed the Vettings have planted. The Niles Church, Sorenson Cabin, Collins Depot, Thompson Cabin, Brennan Store, Goring Grainery, and the old Soo Line locomotive have been moved to the village. All this has been made possible by the dedication of the members of society and generosity of the residents of Manitowoc County. In the future, with more interest and support, Manitowoc County will have the finest Historical Village in the Midwest. The people that will benefit the most by all this effort are yet to be born.

59. "MYSTERIOUS RUNAWAY FREIGHT TRAIN" (L-7) — On March 8, 1958, the crew of the ill-fated train had left the nine-car freight at 2:10 a.m. to eat their lunch in the round house of the Calumet Yards. When they returned, the idling diesel with its nine cars were gone. It has never been determined whether someone deliberately set the train in motion, or if there was a failure of the controls. The train left the Northwestern Calumet Yards with the headlight dimmed and without a caboose. It idled through the City of Manitowoc, gradually picking up speed as it left the city heading towards Two Rivers. When it crossed Washington Street in Two Rivers, a witness estimated its speed to be 50 mph. The diesel plowed through the track bumper at the C. Reiss Coal Co. dock, traveling some 60 feet to the edge of the Twin Rivers, and then out into the water another 20 feet then settling into 20 feet of water. Two of the nine-car freight landed in the water with the diesel. One, loaded with Mirro Aluminum, leap-frogged over the diesel on impact. The FBI and local law enforcement entered the case, but no real conclusion could be drawn as to how the train had started. Luckily, no one was injured and salvage on the \$200.00 diesel was started immediately.

60. "FIRST RECORDED MURDER BY WHITE PEOPLE" (H-14) — In 1851, in the Town of Centerville, a certain man had become the suitor of a young woman. Two young men prompted by jealousy conspired to do away with him. The three men had been hired to construct a log barn for Christian Hatzel. On the way home, the suitor was struck in the back of the head with an axe and the body was concealed under a bridge. A few days later, the body was discovered and the two men were immediately accused of the crime. They were arrested and lodged in the jail at the Rapids. A few months later they escaped. About 35 years later one of the men returned for but a few hours. He was not apprehended; "grass had grown over" the affair.

61. "VILLAGE OF CENTERVILLE" (I-15) — In 1847, W. N. Adams became the first resident. In the 1850's a Catholic and Lutheran church was located there, several stores and a mill were built. Godfrey and John Mill built a saw mill on Fisher Creek about 1858, using a whip saw to do the sawing. In 1864, the dam of the mill was washed out and the Mill Brothers were urged to relocate their operation in Centerville on the Centerville Creek, bringing settlers into the village. A brick yard was built about 1850, along with a school. About 1860, a tannery was constructed west of the village by a man named Knorr, and operated until 1875 when it was destroyed by fire. The first brewery started operation in the late 1840's, being built by Simon Kraus. The brewery burned down in the 1880's and was rebuilt in 1890. It was operated until 1914, at which time the brick building was torn down. The old bricks were used to construct the Mikadow Theater in Manitowoc. The village had two piers built into the lake to attract schooners to trade. Many small businesses were developed, but when the railroad came through at Cleveland in 1873, the businesses gradually moved a few miles west being attracted by cheaper transportation.

62. "POINT BEACH STATE FOREST" (N-6) — A tribute should be made to Frank Kaufman, who acquired the land for the Point Beach State Forest. He zealously purchased it piece by piece to keep it in tact and preserve it in its original state, for the purpose of a state park. In 1938, the city of Two Rivers voted to give \$4,000 to the project. The County Board also appropriated \$4,500. These sums, together with the state's money, made it possible to acquire the initial purchase of 770 acres for \$18,000. A second purchase of 250 acres for \$13,000 was made in 1948. Our hats are off to the far-sighted wisdom of Frank Kaufman, the citizens of Two Rivers and Manitowoc County.

63. "ROCKWELL LIME CO." (I-6) — Started about 1900 with a single, wood-fired kiln that produced but a few tons a day. By 1908, four new stone kilns were constructed, but by 1948 it was difficult to get enough wood to fire the kilns so they were converted to gas. Today Rockwell is the largest producer of lime in the state. Most of the original employees were of Italian descent and built the little village of Rockwood.

64. "CHIEF WAUMEGESAKO" (I-9) — Better known as Chief Mexico, he was highly respected and trusted by the early settlers. Being of fine character and high intelligence, he brought uniformity of tribal culture in their dealings with the white man. The date of his birth has been disputed. On his marker, it lists 1789, Died December, 1844. He passed away in a log hut a mile west of the present Historic Village on the Manitowoc River. About 500 Indians and a few whites mourned his death for three weeks. The exact location of his grave has been lost, but is near his marker in the Rapids.

65. "WISCONSIN CENTRAL RAILROAD" (A-9) The construction of this R. R. in 1896, between Menasha and Manitowoc, was of great importance to Manitowoc County. It prompted the construction of a gigantic grain elevator, harbor improvement and a car ferry system, along with extensive coal docks.

66. "ST. NAZIANZ" (D-12) — A religious colony founded in 1854 by Father Ambrose Oschwald, who led a group seeking religious freedom after the German Revolution of 1848. One hundred and thirteen persons left Baden, Germany, by ship, the voyage taking 55 days to cross the Atlantic Ocean. The colony purchased 3,840 acres of land for \$3.50 per acre. A commune type of existence was established, with monasteries for both men and women. Soon after their arrival a church was built, followed by the clearing of land for homes and farms, a saw mill, grist mill, tannery, school, and other shops. The little village attracted many settlers and by 1860 there were 48 families not connected with the colony. Father Oschwald passed away in 1873, thus creating a gradual decline. In 1896, a change of affairs was brought about with the passing away of many of the original members. But St. Nazianz has lived on to be one of the finest villages in the country.

67. "CATO FALLS" (E-9) — Also known as upper falls was the Jacob Fleighers Mill. A dam was built on the narrow gorge of rock on the Manitowoc River which was a source of much trouble with area farmers. During high water the farm land upstream became flooded because of the dam. Under the command of Captain Potter, a mob, on several occasions, gathered and destroyed the dam. Finally the State Legislator, in 1892, purchased the property and permanently removed the dam.

68. "OSLO DAM" (F-9) — The Stevenson brothers built a grist and woolen mill. In 1911, Charles Stewart of Chicago removed the old dam and built a new one of solid concrete with two turbines, producing a voltage of 23,000 volts. This plant supplied electric service to Valders, St. Nazianz and the surrounding farms.

69. "REEDSVILLE" (C-7) — James Dumass erected a saw mill for Judge Reed in 1854. Hubbard and Noble Mill was built in 1871, at first turning out rough lumber, then turning to finished products of wagon hubs and spokes. The mill was situated just North of the depot. After a fire W.H. Noble continued making nail and syrup kegs, employing over 100 men. Mr. Noble was Reedsville's foremost citizen, as he enjoyed the distinction of having been chosen to be one of the eight color Sergeants appointed to guard the remains of President Lincoln on the sad rail journey from Washington D.C. to Springfield, Illinois, in 1865. Reedsville had held cattle fairs on the last Wednesday of the month. Crowds came by the hundreds from distant points. Booths lined the main street, merchants offered clothing, pots, kettles, and patent medicines. Peddlers, gamblers, horse jockeys, and gypsies crowded into Reedsville. Saloons and merchants did a thriving business.

70. "COUNTY FAIR" (E-9) — In 1874, the Central Agriculture Society was formed and for a number of years held County Fairs on the William Morgan Farm just North of Clarks Mills. The Morgan family has traditionally throughout Wisconsin been known for their outstanding achievements with the breeding of registered Guernsey Cattle.

71. "CLARKS MILLS" (E-9) — Ira Clark built a saw mill in 1850, on the South bank of the Manitowoc River. In 1852, he built a grist mill on the North bank. The village sprang up and retained the name of Clarks Mills. In 1975, the old grist mill burned to the ground, a sad loss to us all.

72. "CATO'S FIRST PRINTER" (E-7) — In 1845, R.M. Burns, a printer, had the distinction of building the first house in the township. He plied his trade by making unlawful money, occasionally going forth to put it into circulation. On one of his tours he was seized, tried and condemned, thus trading his occupation for a felons cell.

73. "ROCK MILLS" (G-2) — Considered to be the oldest existing building in Manitowoc County. Built in 1847 by Pliney Pierce. Water was diverted from the dam on Devils River, about 500 feet away from the mill, giving it a head of water of 38 feet. Although the machinery hasn't operated since 1934, it is all in tact, mostly all pre-Civil War. One machine carries the date of 1852. Grinding was accomplished with the use of French burr stones. Owned by the Schlegelmilch family from 1878 until 1964. The mill and surrounding buildings are being restored by the Robert Lyman family.

74. "FIRST CATTLE FAIR" (J-9) — Was held October 3-4, 1859, at Washington Park in Manitowoc, under the supervision of Henry Berner. Splendid exhibitions of domestic animals, agriculture products, machinery and works of art were exhibited.

75. "REIF MILLS" (G-6) — About 1852 Peter Reif left his home in Bohemia. Soon after embarking on his voyage across the Atlantic Ocean he became shipwrecked on the Azore Islands. Finally finishing his voyage, after being picked up by a lumber ship, he arrived penniless in New York City. He worked a short time to repay for his ocean voyage. Arriving at Buffalo, N.Y., he was again without funds, so rather than wait to earn money to continue his journey he decided to walk the distance from Buffalo, N.Y., to Green Bay, Wisconsin, where he had friends. A remarkable trip! After a time, he built a saw and grist mill on the Branch River. The mill prospered. Peter Reif's sons took over the operation in later years, manufacturing broom handles, sash, doors, shingles, finished lumber, caskets, and sun dials.

76. "KEWAUNEE GOLD STRIKE" (L-1) — About the time Manitowoc and Kewaunee Counties were first being settled, an unidentified person picked up a rock near the mouth of the Kewaunee River that he thought to be gold. Would-be experts tended to confirm the rapidly spreading rumors of a rich gold strike. This resulted in such men as John Jacob Aster, Governor Doty, and Solomon P. Chase, ex-Chief Justice of the U.S. Supreme Court to invest in property there, which sold for as high as \$1,000.00 per acre. However, the gold did not pan out and the gold fever soon subsided.

77. "THORSTEIN VEBLÉN" (E-7) — Philosopher, writer, born in the Town of Cato July 30, 1857 graduating from Yale with a Ph.D. in Philosophy. His best known book is "Theory of the Leisure Class." His books and articles have been described as the most considerable and creative body of social thought that America has produced. During much of his life he was considered far out with his thought provoking ideas. He wore loose fitting clothes with a beard and thought of as shy and lonely.

6D. "COOLEST CITY" (L-7) — On July 9, 1936 the W.P.A. in Two Rivers uncovered some dirt at a park project at School and 14th Streets. Beneath dirt that was thrown over snow that had piled up the previous winter was the discovery of SNOW. The news hit the Associated Press News Wire and it was soon known nationwide. Dubbing Two Rivers as the Cool City.

78. "FRANCISCAN SISTERS" (H-10) — A group of religious women who had their beginning in 1869. Locally known as the Silver Lake Sisters, who taught in schools throughout Manitowoc County. In 1874, they built their convent home at Silver Lake. In September of 1881, the convent was struck by lightning and completely destroyed by fire. Within a year, with the help of the people of the County, the convent was completely rebuilt. In 1935 the Sisters founded Holy Family College, originally concerned with the education of the Sisters themselves. Since 1957 Holy Family College has opened its facilities to all women in the area. In 1960 a new extremely modern college building was built, and is now co-educational. In addition to the regular liberal arts program, the college provides service courses and workshops for teachers along with adult education courses. The Sisters have always been involved in community affairs to better Manitowoc County.

79. "RAHR MEMORIAL SCHOOL FOREST" (N-4) — Through the efforts of an elementary school principals committee in Manitowoc, and the generosity of the Rahr Foundation, the elementary school students of Manitowoc now have one of the finest Conservation Education facilities in the State. Dedicated in May 1955, the first school camp was held in the Spring of 1959.

80. "WOODLAND DUNES" (K-8) — Spearheaded by the dedication of naturalist Bernie Brouchoud and a committee of spirited minded citizens to preserve one of

the last natural habitats of migrating birds along the shores of Lake Michigan. This dedicated group has waged a campaign to purchase a 700 acre tract through contributions and memorials. The Nature Center is a bird banding station, wildlife research area, and a wildflower sanctuary. Access can be made by turning from Hy. 42 at Woodland Drive to Goodwin Road turn right.

81. "SLEEPY HOLLOW HILL" (H-3) — In the old days of the Model T Ford, Air cooled Franklin cars, and all of the high-wheeled horseless carriages there existed a rivalry of just who had the automobile with the most balanced power. It was always a contest if you could start your car in high at the bottom of Sleepy Hollow Hill and make it to the top without shifting into a lower gear. Inevitably, the larger heavier cars couldn't make it while the Ford flivers, and Chevrolets glided with ease over the crest of the hill.

82. "GRIMMS" (D-7) — Jacob Grimms after 1840 settled where it was found that around the area was an enormous supply of limestone of extremely high quality. The growth of the community began when in 1866 a post office was established for the many fine farms in the area. When the railroad went through, it was known as Grimms Station. Lime kilns were always located there and gradually produced a large supply of lime. At its peak, there were 65 Italian families living there and mostly in company-owned homes. About 1929 or 1930, after a bad fire and the economic depression of the country, the kilns closed. The Western Lime and Stone Co. from Milwaukee still owns the property and some people in the area say the quarry will live again. The area is closed to the public.

83. "QUARRY" (D-10) — In 1880, Henry Mendlick attempted to develop a marble quarry at the site, but the stone was not hard enough. Small kilns were developed. Then, in 1896, the railroad went through and the development of transportation made the business profitable. The lime co. employed about 50 men; half living in homes, the single men living in the hotel. There were two saloons; one with a dance hall, post office, ice house, blacksmith, general store, and a shoemaker. In the early 1930's the need for lime declined and the quarry was closed. The property is now owned by two farmers with all the buildings abandoned. It has been suggested the area would make an excellent County Park. No trespassing is allowed.

84. "MISHICOT WATER — POWERED ELECTRIC PLANT" (K-4) — Construction of a concrete dam across the East Twin River in the Village of Mishicot was completed in May of 1911. The accompanying water power plant was completed in November of 1911. The Jerry Donahue Engineering Company from Sheboygan designed the installation. The generating equipment and electric distribution lines were financed by Ira Beyer. The Acker Electric Co. of Sheboygan did the work. The Lefel Water Turbine operated under a nine foot head of water. The system extended service for about one and a half miles from the plant, transmitting electric power to homes, stores and farms. The power plant was equipped with a 132 cell storage battery. In 1916, it was apparent that load growth had outstripped the capacity of the water power plant. A 60 horsepower gasoline engine was installed in 1913, and replaced with a 75 horsepower steam engine in 1915. In 1919, they built a 4,000 volt line to Francis Creek to connect with the Wisconsin Public Service Lines.

85. "HOME PORT" (J-8) — Since its beginning Manitowoc has traditionally been the home port for ship captains and their crews. It was also the winter quarters for the Goodrich Steamship Line, and scores of sailing schooners.

86. "STEAM POWER" (D-5) — Steam was gradually replacing sails on Lake Michigan. It was also replacing water power in the flour and saw mills of the period. In 1856 it was reported that in Manitowoc County there were 12 steam saw mills, while 22 saw mills and 5 flour mills were driven by water power.

87. "ROGERS STREET FISHING VILLAGE" (L-7) The home port for Two Rivers fishermen. Opened in 1974 by a historical group headed by Henry Willert. The three building complex consists of the Old Lighthouse, museum building, and equipment. The Village is part of a two block area along the East Twin River that has always been the traditional home of Two Rivers fishermen. Open to the public during the summer months. Donations accepted.

BIBLIOGRAPHY

History of Manitowoc County. Vol. I : Louis Folge
History of Manitowoc County: John Nagle
Story of a Century: Joseph Rappel
History of Two Rivers: E. Beth
Neshota, A History of Two Rivers: Ivan Gagnon
A History of the Town of Two Creeks: Joseph F. Wojta
Christian Communists in America: Frank Beck
Kiel's Heritage Centennial 1854-1954
Kewaunee's Anniversary Souvenir Booklet
Soil Survey of Manitowoc County: A.C. Anderson
Clipper City Water Festival: Doris Lyman
Lax Chapel: Lax Family
Manitowoc Herald Times Reporter Centennial Edition.
Thorstein Viben: State Historical Marker
Duesenberg Doctor: Don Castonia
Manitowoc County Historical Markers & Memorials:
 Published by Manitowoc County Historical Society

PAPERS

Francis Creek Mills: Orrin Meyer **Yakish Mill: Syd Herman**
Mishicot Dam: A.A. Pflingsten **Millhome Mill: Ruth Belanger**
Max Baehm Mill: Joseph Zahorik **Rockville Mill: Kiel Record**
Grimms: Leonora Kadow **Quarry: Mrs. N. Schuh**
Kellnersville: Jerome Ledvina **History of Maribel: Alfred Jaeger**
Two Rivers Youth Hostel: Walter Zander
Railroads in Manitowoc County: Lawrence Bohn & Edward Ehler
(Centerville) A Village with an Illustrious Past: Edward Ehler

MAPS

Manitowoc County Atlas, 1921: Geor. Ogle & Co.
Plat Book of Manitowoc Co.: G. M. Foote Co. (1878 & 1893)
Dunn County Foot Prints in History: John Russell