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EARLY DAYS IN TWO RIVERS, WISCONSIN 1848 — 1900

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MAY 18 1983
by Arthur H. Lohman

Editor's Note: It had been planned earlier to publish this book in serial form. After having published the introductory chapter it occurred to us that the book should be published in the form of a monograph.

Thus it becomes the 50th in our series of Occupational Monographs. We are indebted to Mrs. D. C. Dean of Two Rivers for permission to publish.

Chapter I

A Pioneer's Story

Now that the old settlers are rapidly passing away, the events that occurred in the earlier history of this city will soon be forgotten unless some steps are taken to preserve some of the more important events that transpired years ago.

What was it that caused these pioneers of the early days to leave the more civilized centers of the east, and the older civilization of the old world, to come to this western country, — an unbroken wilderness — where nature still reigned supreme, and the wandering Indians were the only inhabitants? What inducement in particular did this community hold forth? Why did the early settlers come to Two Rivers? This is what particularly interests the descendants of these early settlers or the student in his researches.

In order to get at some of these facts, and the early history of Two Rivers, the writer approached Mr. George Hallauer, of this city, who probably enjoys the distinction of being at the present time one of the oldest and earliest settlers of this city. Mr. Hallauer — although in his 84th year — bears his years well, is still hale and hearty, and his recollections of events closely associated with the early history of Two Rivers, are vivid and interesting. In speaking of the events of his life, he began by saying that he was born in Baden, Germany, March 10th, 1824, and grew to manhood there. In 1848 he enlisted his services in that country under Franz Siegel (who later distinguished himself in our Civil War). The defeat of the revolutionists made it necessary for those having taken part in it to flee, or take the consequences. He, therefore, decided to leave his native land at once, and hastily gathering up such belongings as he could readily carry, together with \$200.00 in cash, started for the port of

Antwerp, in July, 1848, where he embarked for New York on the sailing vessel, Clothilda, the fare being \$100.00 without meals. Each passenger, of whom there were 250 on board, mostly immigrants, were obliged to take along enough provisions to last during the voyage, as well as the necessary cooking utensils, and bedding.

A few days after leaving Antwerp a terrific storm was encountered, and for a time the ship appeared to be unable to weather it. The masts were broken off during the gale, and the passengers were obliged to man the pumps, and assist the sailors. Fortunately assistance came in time, and they were towed to Plymouth, England. After waiting five weeks for repairs, they proceeded to New York, where they landed after an interval of 105 days since leaving Antwerp. Allowing for the five weeks, or 35 days spent in Plymouth, the ocean voyage required 70 days, or over two months. Part of the time he says they were on short rations owing to the length of the voyage.

On arriving at New York, he, with a friend by the name of John Leabinger, met an old friend of Leabinger's by the name of Charles Eigeldinger, who told them to go West. He told them of a brother of his who had settled on a farm near Two Rivers, and who had written him that the country was ideal, land good and cheap — the price being \$1.25 an acre. Mr. Hallauer and his friend, Mr. Leabinger, having no relatives in America, no definite location in mind, and no means except \$100.00 in funds between them, decided to take Mr. Eigeldinger's advice and come to Two Rivers, Wisconsin, as they thought they could no doubt secure employment of some kind and later purchase a farm. Therefore in the forepart of December, 1848, they left New York for Albany by boat on the Hudson River, thence by train to

Buffalo, and steamboat to Milwaukee. After tarrying in Milwaukee four or five days — which was then a comparatively small place — they started for Two Rivers on foot, as there was no train or boat line running up here. Lake navigation had closed, the boat they came on being the last boat to make Milwaukee for the season. From Milwaukee to Port Washington a corduroy road had been constructed through dense woods mostly hardwoods. The first day they only traveled about 12 or 15 miles, and stayed over night with a fisherman who had a small shanty near the lake. Arriving at Port Washington the next day they were obliged to follow the beach, as there was no trail or road to take. They reached Sheboygan that night, where there was then a small settlement. The following day they arrived at Manitowoc, and stopped with a party by the name of George Dusold.

The trip from Milwaukee to Manitowoc was uneventful, he says, except that all streams had to be crossed either by swimming or wading, and as the month of December was well advanced, the water was rather chilly. No Indians were met on the way, although several tribes were still living in this section.

The following day he and his friend made their way to Two Rivers, and beheld for the first time the locality that was to be the home of Mr. Hallauer for the balance of his life. He secured lodgings with Sebastian Boldus, who conducted a hotel on the site where Mr. Jno. Schrade now resides, on Main Street, and obtained employment at once as a wood chopper with H. H. Smith & Co.

The above narrative relating the experience of one of the early settlers here was written solely for the reason that the experiences and method of making the journey, impressions and incidents en route, were a type of what a journey in those days to this country was, and is typical of what the first settlers who came from over the seas experienced from the time they left their native land until they arrived here and became some of the first settlers.

Chapter II

A Glimpse of the Village

Having found employment here, let us take a look at the settlement as he found it and remembers it at that time.

An unbroken forest covered the land in all directions. The two rivers, then as now, after winding through miles of country, formed a juncture and found a common outlet. It was at the junction of these two rivers that the settlement known as Two Rivers had been founded.

The population at that time (1848) probably did not exceed 200 souls all told. On what is now known as the south side there were no buildings of any kind, with the exception of a single fish shanty, located on the present site of the Two Rivers Coal Company docks, inhabited by a fisherman who was known by the name of John "Sixty."

There were no buildings on the east or French side with the possible exception of a fish shanty or two at the beach.

The settlement or village really began at the eastern end of Main Street, and occupied the space between that street and the river south of Main Street, and extended at the farthest as far west as the present site of the plant of the Aluminum Mfg. Co. That portion nearest the river from Main Street to Washington Street bridge had the most of the population. Dense forests and underbrush encircled the settlement on all sides — all of the east, west and north being an unbroken wilderness. To the north the forests stood in their original grandeur, beginning about where the Eggers Veneer Works now are, stretching in a southwesterly direction across the present site of St. Luke's Catholic Church, and thence following a line to the present Monroe Street bridge. Back of this imaginary line was wild country covered with

forests, with a few trails that had been blazed through it, and here and there a solitary settler endeavoring by clearing away the timber and brush, to establish a farm. Timber being so plentiful and sawmills so few, little or nothing could be had for the cutting and hauling of them, and thousands of feet were burned by the early settlers in order to hasten the clearing. So dense were the forests here at that time right within what is the very heart of the city today, that an incident which actually occurred at that time will prove interesting. Henry Hempke, a newcomer here, purchased a tract of land one day from H. H. Smith & Company, for the purpose of building thereon a home. This tract included the present site of the home of Joseph Schroeder on the corner of Pine and Jefferson Streets. Mr. Hempke having been assigned the location by Mr. Smith, began clearing away the timber at once. Returning to the settlement after the first day's labor, he set out the second day to resume clearing, but so dense was the forest and brush, that notwithstanding his efforts, he was unable to locate the place he had started to clear the previous day, and he was therefore obliged to return and have H. H. Smith go with him a second time to locate the land he had purchased. All this only a little over 50 years ago.

Most of the buildings were one-story board structures, better known as shanties, although there were also a number of log houses. Among the settlers here at that time were H. H. Smith, of the firm of H. H. Smith & Co., who conducted a general store, having in stock such goods as would be apt to find sale in a frontier community, including a stock of drugs. This firm also operated a sawmill on a site on the

northern bank of the Neshoto River, a few feet west of Washington Street bridge. This old mill was a familiar landmark until destroyed by fire a few years ago. The store was located on the site of the present premises of the Two Rivers Mercantile Company. The old store building was later on purchased by Carl Saubert and removed to his premises, where it still stands, and is at present utilized as a saloon and boarding house by Ira Levenhagen.

Mr. L. S. House at that time conducted a boarding house known as the Two Rivers house, on the present site of the home of Mrs. Urban Niquette. Adolph Lemere had a boarding house in the old building still standing and owned by the Lemere estate. This building was the first frame building erected here. Sebastian Boldus also had a boarding house on the site now occupied by the residence of F. Kaufman and John Schrade on Main Street. Mr. Kuehn conducted a small store on the southwest corner of Jefferson Street and Smith Avenue. Jos. Fisher did a little tailoring in the building that stood on the bank of the river at the intersection of Main and West Water Streets. Others here at that time engaged in various pursuits were Joseph Gagnon, Oliver Pilon, Oliver Alonzo, Anton Cayo, Frank Alonzo.

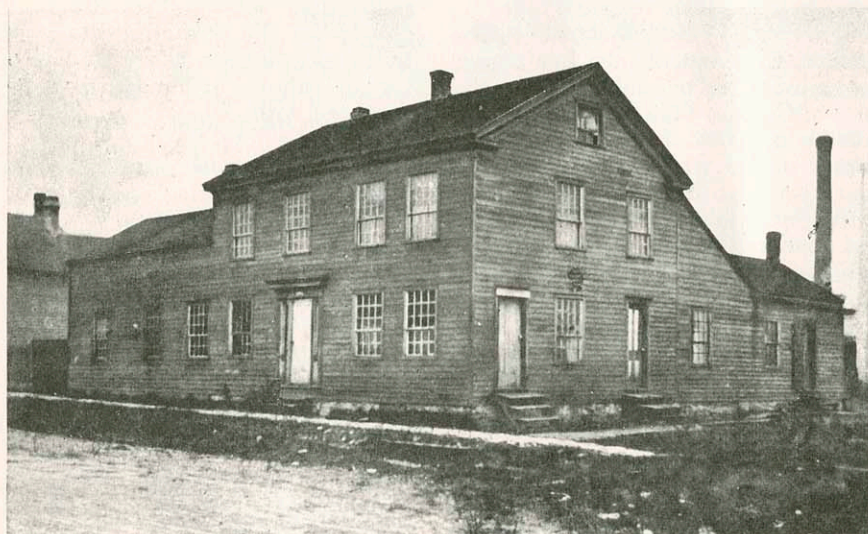
Chapter III

Lumbering and Fishing

Lumbering and fishing were about the only industries here in the year 1848. The fishing was carried on principally by J. P. Clarke & Co., a firm having their headquarters at Detroit. They employed a crew here all the year round and caught all the fish by seining. These operations extended from here to about where the Twin River lighthouse now stands. Immense quantities of fish were caught without much effort as the lake was then teeming with fish, principally white fish, and it was believed that the supply was inexhaustible. Sturgeon were so numerous and there being no demand for them, they were thrown on the beach to die and decay. The white fish and such others as there was a market for were salted and packed in barrels and half barrels.

Messrs. J. P. Clarke & Co. owned a number of sailing vessels which made periodical trips here, taking aboard the catch from time to time and bringing provisions, clothing, etc., for their help as well as the settlers. This firm also purchased fish from other fishermen operating along the lakeshore. During the winter this firm reduced their crew to 6 or 8 men and kept them at work repairing nets and making cord wood along the beach, which was shipped out early in the Spring.

Besides fishing, the only other



First Frame Building Erected.

industry here was lumbering and at that time there was only one sawmill here owned and operated by H. H. Smith & Co., who came here in 1847, which was located on the north bank of the Neshoto River near Washington Street bridge. Immense tracts of timber were standing in all directions and consisted principally of pine and hemlock. Logging operations were carried on quite close to the settlement; one of the camps being a mile up the Neshoto River and the other about where the tannery bridge crosses the Mishicott River. The logs were rafted down in Summer and hauled down on the ice in Winter. Considerable timber was also being cut down right where the city now is.

There were no piers or harbors here at that time, so that in order that the lumber could be gotten to the market it was loaded on scows and towed out into the lake where it was loaded on vessels. A few years later, about 1850 a pier was built out into the lake by a firm of H. H. Smith Co., which was the only pier here until some time later when the firm of Isaac Taylor & Co. of Racine built a sawmill on the present site of the Two Rivers Coal docks and constructed a second pier. They also constructed a bridge at their own expense across the river there, connecting with Jefferson Street. This firm began business about the year 1852. The mill was built and the lands bought by one Isaac Taylor of Racine and then sold to the Pierpont Co., the new owners comprising Mr. Wheeler, Mr. H. S. Pierpont of Two Rivers and Mr. Canfield of Manistee, Mich. Mr. Pierpont was the local manager. The firm was in existence about five years when, the hard times coming out in 1857 and Mr. Canfield having extensive interests at Manistee, did not come to the rescue of his Two Rivers interests, so that the Pierpont Co. failed. Most of the pine having been cut on the land which they owned, the firm went out of existence. The machinery was then moved to Manistee and operated by the firm of Canfield & Co. together with their other interests there. After the mill's failure the North pier was purchased by Mr. Nelson Pendleton and later on purchased by Cooper & Jones, they being the last owners before its destruction.

There were no schools here up to this time but during the Summer of 1851 Mrs. Diantha Hamilton, then Miss Diantha Smith, and a daughter of H. H. Smith, opened a private school in a house on the site where the residence of W. Ollendorf now stands. It was attended by about 20 pupils. The population of the settlement including the Town of Two Rivers in 1850 is given in the first issue of the Manitowoc Herald which was printed in that year as 924 souls.

Among the first settlers here of



H. H. Smith

course were the Canadian French who came here attracted by the good fishing and selected Two Rivers on account of its proximity to the fishing banks. Then came New Englanders attracted by the natural resources of the country, and in turn the Germans who came to work at various vocations or go on farms. Besides these, people of all other nationalities came but the Germans predominated and today they or their descendants probably constitute a majority of the residents.

Chapter IV The Indians

Besides the white settlers here there were still tribes of Indians who made their homes along the beach and back in the country on the banks of the Mishicott and Neshoto Rivers. They subsisted mainly by fishing and hunting; deer, bear, and other game being very numerous here. The Indians also engaged in rendering fish oil for which a market had been created by the advent of the white man, the work of rendering the oil, of course, being done by the squaws. They lived in tents and dressed in such apparel, principally blankets, as they could readily secure from the settlers. They numbered from 200 to 300 at that time. Some of the better known Indians being "Katoose" or "Quatoose" were supposed to have been 120 years old. They were friendly Indians and never molested the white but paid all of the settlers frequent visits at their homes where they showed considerable interest in the various articles brought by them, such as pictures, books, knick knacks, etc. They were as a rule very fond of whisky and would beg for it or the necessary funds with which to purchase it. An Indian cemetery was

located at the spot now taken up by the foot of Main Street, that is, the eastern end of it, just south of the Lemere property. Somewhat later another cemetery was laid out at the intersection of Jefferson Street or about where St. Luke's Catholic Church is now located. For a time this was also used by the early settlers for their burial ground but a little later the white settlers laid out a cemetery just north of the present cemetery and the bodies of such white settlers as had been buried in the Indian cemetery were removed and reinterred in the new one. That the sites mentioned are correctly given is corroborated by the fact that while the workmen were digging sewer trenches the remains of three Indians were uncovered at the intersection of Jefferson and Pine Streets, and the remains of one adult Indian was unearthed while the water mains were being laid on Main Street between Jefferson and the river.

The Indians here at that time were a part of the Potawatomie tribe. They were not of a warlike disposition and no instance is recalled here where any of the white settlers in this locality were molested by them. They were finally removed by the Government to the Oneida Indian Reservation in Brown County, but continued to visit this locality for many years thereafter. In making these periodical trips they visited some of the earlier settlers with whom they had become acquainted and at the same time their squaws brought along bead work and work baskets which they sold here. No visits have been made here for many years past, however.

For years, perhaps centuries, the country along the banks of the Neshoto and Mishicott as well as the beach between here and Molarch Creek had been favorite camping sites of the red man. One of the favorite sites was on the east side within the present city limits. The grounds here bear mute testimony to the fact that this was at one time the center of a large settlement, as the grounds are to this day covered with thousands of flint chips, which were chipped from flints in the manufacture of arrow points, spears, knives, etc. In addition, arrow heads of flint and copper, as well as battle axes, pottery and trinkets of stone and copper, have been found by the hundred. Another favorite camp was at the mouth of Molarch Creek, six miles farther up the beach where innumerable evidences of a similar nature have been found, proving that this also was a favorite camping site of the Indians.

It may also be of interest to mention the fact that the south side which still retains the name of Mexico Side did not receive this appellation after the county by that name, but on account of an Indian Chief by that name, Chief

Mexico, who resided in this neighborhood during the Summer

months and for a time lived on the south side or Mexico Side.

Chapter V

The Real Beginnings

In the previous articles we have tried to set forth the appearance of the city and its environments as they appeared in 1848—1851. We also gave a list of such of the early settlers as could be recalled by some of the early settlers living today.

But 1848 was not the beginning of Two Rivers. Through the courtesy of Mr. R. G. Thwaites, secretary of the State Historical Society, I have been enabled to secure some information of the earlier history that is very interesting. In the Wisconsin Historical Collection, Vol. XI, p. 211, the log book of H. M. Sloop "Felicity", Pilot Samuel Roberts, under date of Nov. 4, 1779, speaks of a certain trader named Monsieur Fay, which is at a place called "Deux Rivers 18 leagues from Millwakey to the north." This is undoubtedly the earliest record of any mention made of the present site of Two Rivers or "Deaux Rivers" as he writes it. This Monsieur Fay was no doubt one of the early traders who ventured in these parts and by friendly intercourse managed to make advantageous bargains. Two Rivers owing to its two rivers always was a favorite camping ground for the Indians as the fishing and hunting here were no doubt the finest in this section.

Nothing looking towards settling or developing the resources of this place seems to have been done until about the year 1835. The first entry of land made covering the present site of Two Rivers was made Sept. 10, 1835, by Daniel Wells, Jr., S. W. Beal and Morgan L. Martin. No doubt traders and missionaries made their regular visits here and it is not unlikely that some fishing was done in the lakes at this point before this, but we have no records of the facts. In the Summer of 1836, however, Judge John Lawe and Robert M. Eberts of Green Bay came here and purchased a large section of timber land embracing about all the land on which the city is now located. They immediately erected a small sawmill on the north side of the Neshoto River, west of Washington Street bridge. This was the original of the old sawmill which stood on the site until destroyed by fire a few years ago.

The mill was put into operation at once under the management of Oliver Longrine who is supposed to have been the first permanent white settler of Two Rivers. This then marks the real beginning of Two Rivers. With the advent of the sawmill the first permanent settlers began to come in. This Robert M. Eberts, by the way, is

the person to whom the citizens are indebted to for the public square. He donated this to the city for a public square or market place, and for a time it was used here as such. He also donated the site on which the Catholic Church now stands.

In 1837 the great panic paralyzed the industries here to such an extent that the county was almost depopulated, only one mill in the county remaining in operation, but in a few years business again resumed normal conditions.

A poll list of the voters for an election which occurred Dec. 14, 1839, gives the following list of qualified voters:

Robert M. Eberts	Joseph Edwards
John Lynn	Peter Allie
John E. Shepard	James Young
Alexander Gasgo	Alexander Bovrardy
Alexander Richardson	Brigham Vansaw
Alfred Woods	Samuel C. Chase

The original certified copy of this poll list has been preserved and is now in possession of the Joseph Mann Library Association.

During the Summer of 1840 Andrew J. Vieau of Green Bay began buying and handling lumber manufactured at Two Rivers. In the Fall Vieau came to Two Rivers and took possession John Law's old mill. He operated this mill until 1847 when he sold it to H. H. Smith who later on became identified with many of the city's earlier enterprises and was instrumental more than any other man in making the settlement a permanent one by securing and fostering other industries through which the permanency of the city was established. In 1846-47 Vieau was the postmaster here and Oscar Burdicke carried the mail between Manitowoc and Two Rivers, his compensation being the net revenue of the route.

Tracing the order of development and settlement, we might say, that it began with the trading with Indians for furs, followed by fishing with the two rivers as a natural location for a port of entry. Then came the sawmills with the logging operations and the shipping of the lumber in the rough to the more settled section of the country.

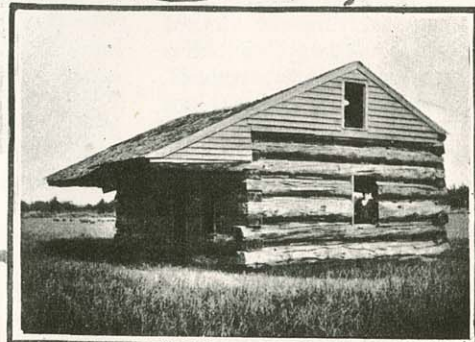
As the forests gave up their wealth to timber, it was only natural to expect that someone would see the vast amount of hemlock and tamarack that grew here which, having no value as lumber, still was valuable for its bark,



ERECTED
1857



ONE OF THE OLDEST
HOUSES



A PIONEER
LOG CABIN

provided a market for the bark could be had. And so it came to pass that the first of the manufacturing institutions in the shape of a tannery which took

the raw material and turned out the finished product came to be located here to take advantage of the inexhaustible supply of bark.

Chapter VI

The Tanning Industry

It was in the Winter of 1851 that Cyrus Whitcomb came to Two Rivers to begin the erection of the tannery to become known as the Wisconsin Leather Co., the members of the firm being Cyrus Whitcomb, Rufus Allen, Sr., and Geo. W. Allen. Mr. Whitcomb was the only member of the firm who made his home here in the years that followed became well known and liked by the many men in his employ.

The building of the tannery was begun at once on a site 1½ miles north of Two Rivers settlement, the timber for the frames being hewn right in the forest at hand. The lumber was brought by boat up the rivers, there being no road until a year later. The brick was brought by vessel from Milwaukee and many of the men were brought from the East, where some of the members of the firm had been operating a tannery at Cazenovia, Madison Co., N. Y. The first tannery built was located on the east bank of the Mishicott River, just east of the present tannery bridge and its location was marked for years by a tall square brick chimney, a monument to a departed industry long after the old tannery had been discontinued.

About 100 men were employed. The Company bought about 1,200 acres of Government land which was covered with a growth of hemlock for 50c. per acre and the bark was peeled from the trees within a stone's throw of the tannery. The hides were brought from Chicago and Milwaukee by boat. Mixed grades of leather were made, including harness leather, sole leather, etc. The machinery of the original plant came from Milwaukee, the engine being of 80 H.P.

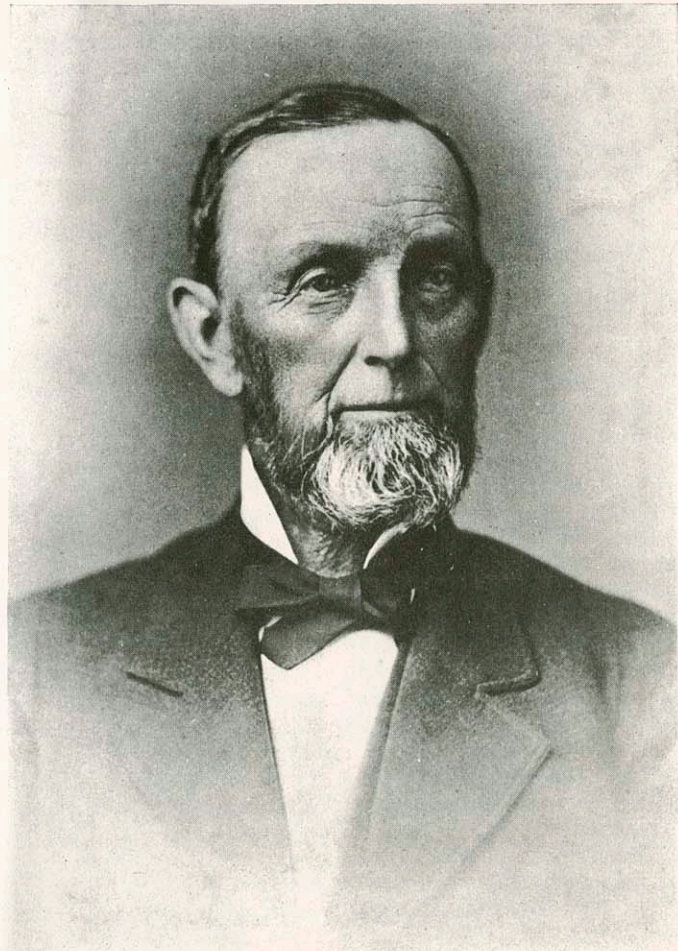
As soon as operations began at the tannery it became necessary to provide quarters for some of the help although a good proportion of them always lived down the river at the settlement or Village of Two Rivers. Still it was advisable to build houses and provide for those wishing to live near the plant, and accordingly seven large homes were built and also a boarding house for 40 hands. A provision store was also started as well as a blacksmith shop and stables for the horses were built. A school was started here in the wing of a shanty attached to a boarding house in the Winter of 1851-1852.

During the Summer months the leather was shipped out by boat which stopped at the piers twice every week, but during the Winter months the

leather was hauled by team to Milwaukee. It took exactly a week to make the round trip and just so many miles had to be made each day or the trip could not be made on time. Usually the trip was begun here at 6 o'clock on Monday morning. The first day took the leather a little distance beyond Sheboygan where a stopping place was arranged for. The second day, Tuesday, brought them to Port Washington, then a small settlement and on the third day, Wednesday afternoon, at about 4 o'clock, if there had been no mishap, the teams arrived at the Company's warehouse in Milwaukee and immediately loaded with hides and provisions, for the return trip, leaving early Thursday morning and arriving at the tannery on Saturday afternoon. In 1861 a second tannery was built south of the first one and for a time both were operated. Later on the first plant was torn down and the second one operated

alone until 1887 when the supply of bark being exhausted, it was deemed advisable to close the plant. In 1891 it accidentally caught fire and was burned down. All that now marks the sight of this early industry is the large quantity of spent bark covering acres of ground on which little or no vegetation grows. The neighborhood also still goes by the name of "The Tannery."

The Wisconsin Leather Co. was also the fore-runner of two other tanneries, that later came here. The first of the newcomers being Carl Winkelmiller who started a small tannery to the east of the northern approach to Washington Street bridge in 1856 and continued it up to 1888. In 1870 the firm of H. Lohman & Co. was formed and the firm built a tannery on the site of David Smoke's sawmill and continued operations up to 1887. The discontinuance of the tanning industry in all of these cases here being due to the fact that the supply of bark for tanning purposes was about exhausted in this section and the expense of getting it by water or rail being greater here than at points where boat or rail facilities were such that the raw material could be delivered right at the plants without hauling by teams.



Cyrus Whitcomb

The Chair Factory

But it was its woodworking industries that was to give the settlement its permanency and make it known from one end of the land to the other and for that matter throughout the civilized world in time. It was the timber and sawmills that paved the way for the first woodworking manufacturers and it was these early beginnings on which the foundation of the city of today was gradually built.

But before we proceed it might be well to make the point that long before ever white man set his foot on these grounds, Two Rivers had been a manufacturing site. On the French or east side the piles of flint chips broken or chipped from flint rocks as they were being shaped into arrows and other stone implements are abundant evidence that here was the site of an ancient industry. Mingled with the piles of chips of all sizes and colors, arrow heads, some perfect, some broken in the course of manufacture can be found. Besides this, fragments of pottery and the bones of the dead give mute evidence that a permanent site of abode existed here for years before the advent of the white man. But it is with the modern settlement that we are dealing. Up to this time, viz.: 1850, there were no manufacturing industries here except that in a sense sawmills might come under that classification. But no finished goods were made here and the sawmills would only foreshadow the end unless manufacturing institutions located here.

Through the assistance of Mr. C. H. Albers who was the first superintendent of the pail factory here, we were enabled to obtain a great deal of information relative to the first woodworking industry here, this being the manufacture of chairs by the New England Mfg. Co.

The following items relative to the chair factory were obtained from Mrs. Elizabeth A. Jennison, of Omaha, Neb., a daughter of the first superintendent, William Honey. This Wm. Honey was murdered at Fond du Lac, Wis., in the Winter of 1868, where he was then engaged in the poultry business. His widow is now living in Omaha at the age of 95 years, and in the enjoyment of fair health and all of her faculties, excepting being nearly blind.

The chair factory was built in the Summer of 1856 by the New England Mfg. Co. The company was composed of Aldrich Smith & Co. of Two Rivers, Wm. Honey, Thomas Burns, Charles Jennison, and probably Alanson Hall of Massachusetts. Mr. Honey was superintendent of the sawing out of the stock and the preparation of the stock for use, Charles Jennison of the chair

and furniture making, and Thomas Burns of the painting and finishing of the manufactured articles, and Mr. Hall worked at painting in the factory. Mr. Jennison gave up the superintendency of the chair making department in 1858 or '59 and was succeeded by Wm. Johnson. The hard times of 1857 and '58 were disastrous to the New England Mfg. Co. and the property came into the hands of Aldrich, Smith & Co. and their successors. In 1859 John N. Burns (a son of Thomas Burns), rented the property and assumed the operation of the factory. Mr. Geo. Simonds of Newbury, Ohio, succeeded Mr. Johnson as superintendent of the chair making department. John H. Burns operated the works until 1862 and it was operated by Joseph Mann soon after he came to Two Rivers.

Mr. Honey remained with the factory until about 1864. Mr. J. B. Lord of Gardner, Mass., writes as follows: "I arrived in Two Rivers in the month of September, 1856, the chair factory buildings being built and most of the machinery installed. The engine was made in Fitchburg, Mass., and was

shipped to Two Rivers by propeller from Buffalo late in the Fall of 1856, but was caught at Mackinaw in the ice and did not arrive at its destination until early in the Spring of 1857.

When part of the machinery was in running order, Geo. W. Honey (a son of Wm. Honey), and myself made, partly by hand, the first chairs, some office chairs for the Lake House."

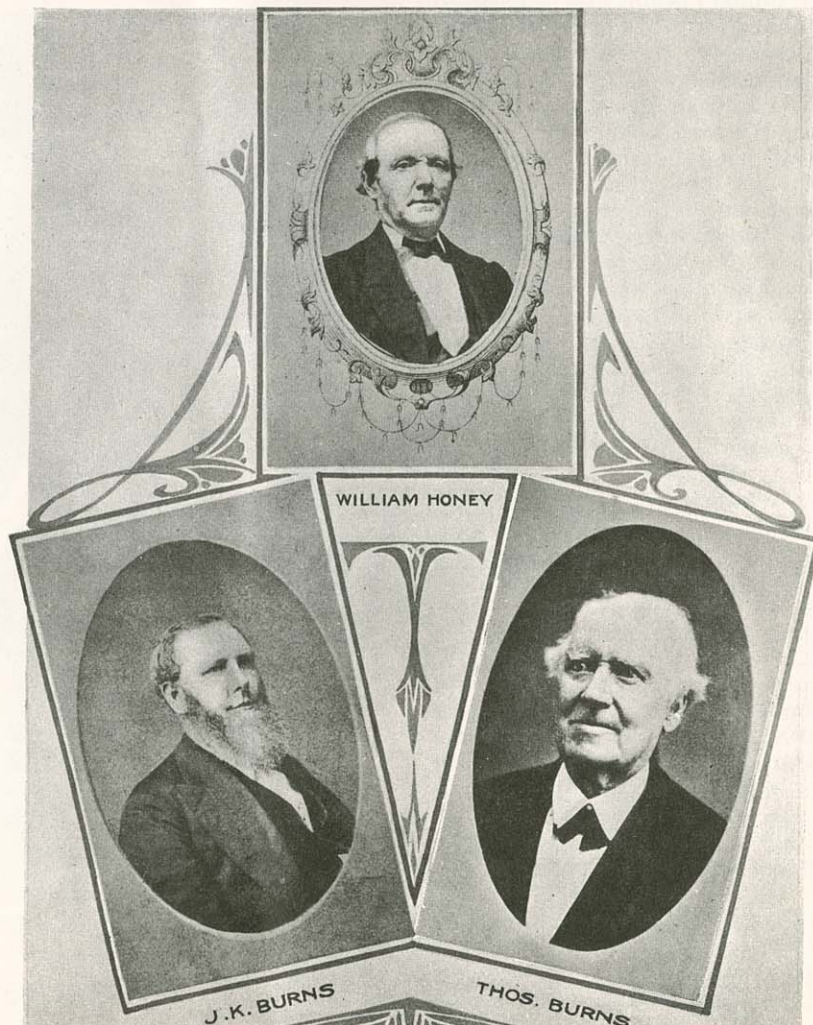
Geo. W. Honey is now holding some U.S. Government position in Washington, D.C., and Mr. Lord is employed in one of the large chair factories in Gardner, Mass., to which city he went immediately after the close of the war, he having been a member of the 27th Wis. Regiment, in which he enlisted in 1862.

Chapter VIII

The Pail Factory

The building of the pail factory was commenced in March, 1857, by Henry C. Hamilton & Co.; the company being Aldrich, Smith & Co., Henry C. Hamilton of Two Rivers and William H. Metcalf, a brother-in-law of Hamilton, of Lockport, N. Y.

The firm of Aldrich, Smith & Co. consisted of William Aldrich, H. H.

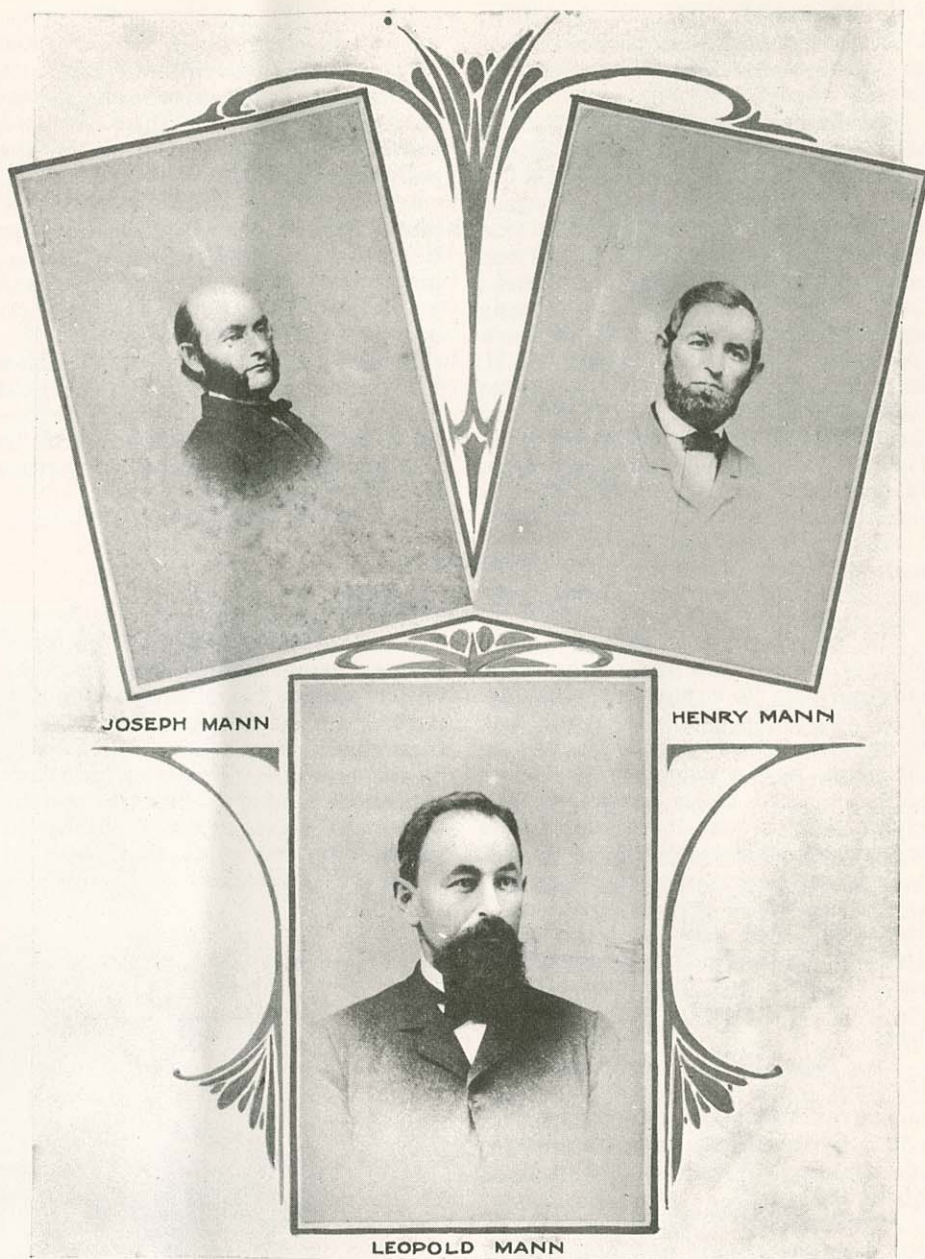


Smith, generally called "Deacon Smith," and a Mr. Medbury of Milwaukee, Wis. The architect of the pail factory was Homer Glass a millwright of ability, who superintended the erection of the building, which was 40 x 120 feet two stories and an attic, with an addition on south side for sawmill of 14 x 26 feet, he installing two boilers, an engine, shafting and pulleys, a muley saw, a cut-off saw, and two bench circular saws of 36 and 40 inches diameter. After completing the work he moved to Racine where he died several years ago. Mr. G. H. Albee arrived in Two Rivers March 30, 1857, he having been engaged by Mr. H. H. Smith to superintend the erection of the pail and tub making machinery and the operation of the factory.

Obed Mattoon, a retired chair manufacturer of Milwaukee now and Harrison Cheney, of West Swanzey, N. H. (Mr. Albee's native place), accompanied him. They came on the schooner "Brilliant" of Milwaukee from that city, as there was then no railroad north of Milwaukee. An uncommon incident occurred on their trip. The first morning out from Milwaukee, they found Lake Michigan perfectly still and covered as far as could be seen with a thin coating of ice, about one-half inch thick, through which the schooner had to plough its way at a slow rate of speed. By about ten o'clock the ice had melted or been broken up.

The schooner landed them on the north pier about 1 P.M. of the second day out. They immediately went to a hotel on the north side of Main St. next to the East River bridge, kept by Mr. House, for their dinner. Later in the day they had their baggage carried to the Lake House, which had just been opened by L. H. Phillips, who kept the house for transient and local customers for some dozen or more years and where Mattoon and Cheney remained as long as they stayed in the place. Mr. Albee remained until married in the Spring of 1859. Mattoon and Cheney secured employment in the chair factory until the pail factory was in running order, when they had jobs of painting there, and Mr. Albee commenced on the work of the pail factory. The piles for the foundation were then about half driven. John Millis was in charge of the pile driver, and Pat. Brazil drove the team. The river was open and there had been but a few inches of snow during the Winter, but on April 15th snow to the depth of 18 inches fell. It remained but a few days.

Indians were quite plenty here at that time, bands of 6 to a dozen being in the village every few days. Upon going to the factory grounds one morning quite early and before any of the workmen were there, Mr. Albee says, "I



discovered an Indian's 'Dug Out,' or a round bottomed log canoe, tied up at the river bank. It was the first I had seen, and having a Yankee's inquisitiveness, like the boy who cut the bellows open to see what made the wind, I decided to investigate it. I therefore got into it and attempted to sit down with the result that my next move was to crawl out of the river a wetter but wiser man, a dry suit of clothes being the next most necessary thing to get. I let the Indians' canoes alone after that. Four or five years later I had a canoe of my own which I used nearly every day during the Summer, the bottom of which was of such form, that a 'tip over' was almost impossible."

The woodenware making machinery first installed in the factory consisted of one tub stave saw, two pail stave saws (the heading was sawed upon the 40-inch bench saw), one tub turning

lathe and matcher, three pail lathes and matchers, one heading planer, one bottom jointer, one pair of hoop rolls, one pail and one tub hoop punch, one tub bottom cutter, one pail bottom cutter, one pail ear cutter, and one paint grinding mill. All of this was on the second and third floors. Within 6 or 8 years the factory was extended upon its east end 88 feet, another tub lathe installed, an engine lathe and iron planer added, a feed mill and also a machinery for making barrel covers and hand sleds put in. Ten brick dry houses supplied the dry stock.

Upon the lower floor David Pratt of Swanzey, N. H., installed two clothes pin lathes, a pin slotter and saws, of his own, and made the clothes pins for an agreed price per box, the factory furnishing the stock in the board. Pratt remained nearly two years when he sold to Mr. E. E. Bolls who added broom handles, he selling out in 1861 to

S. J. Fay and Mr. Albee, who put in, in 1863, gang saws and improved clothes pin lathes, and selling out in 1865 to the factory owners.

The financial crash in the Fall of 1857 threw the firms of Aldrich, Smith & Co., and that of H. C. Hamilton & Co. into difficulties too great for their resources and an assignment was made to S. H. Seaman & Co. which was composed of S. H. Seaman and Conrad Baetz. Mr. William Aldrich retiring and the firm of Henry C. Hamilton & Co. being wiped out. Messrs. S. H. Seaman & Co. operated the business of Aldrich, Smith & Co., which included the "Old Mill" on the north bank of the Neshoto River, near the Washington St. bridge, the "New Mill" directly

opposite on the south side of the river, the blacksmith shop, store, Lake House, several dwellings, farm and timber lands in Manitowoc and Brown counties, teams, barns and warehouses, and they also operated the pail factory until the Winter of 1860-61, when Mr. Joseph Mann of the firm of Mann Bros., Milwaukee, came to Two Rivers and then or soon after, purchased an interest in said properties, H. H. Smith retaining an interest, but S. H. Seaman & Co. retiring from the management, which Mr. Mann then assumed. Leopold Mann came to Two Rivers three or four years later and acquired an interest in the business and assumed in part its management.

murdered on the roadside between the old "Kuehn's farm" and the City of Two Rivers) the business was discontinued. The facts in the case probably were that owing to the death of Frederick Lindstedt, the business was not properly managed and they were, in a measure, forced to liquidate the same."

David Smoke had a lumber mill north of the Lindstedt Mill, which was operated little if any after 1857. North of Smoke's Mill was one owned probably by Russell and Harvey, or Harvey and Russell, and which was called "The Harvey Mill." This mill burned down about 1 o'clock P.M. one day early in the Summer of 1858. There were no manufacturing industries carried on upon the east side of the Mishicott River, excepting the making of fish barrels by hand, fishing being an important industry at that time. The "Pound Nets" came into use about 1860. Albert Barry kept the old Government lighthouse, which was located some distance east of the mouth of the river. In the Summer or Fall of 1860, Mr. Barry moved to the west side of the Mishicott River and it was then occupied by James Scott for awhile.

It may be of interest to the present

Chapter IX The Sawmills

The aforesaid "Old Mill" was the pioneer mill in this part of the state; judging from its equipment, says Mr. Albee. Its main line of shafting was octagonal, about 6 or 7 inches in diameter, had a turned journal near each end and clutch couplings, the pieces being about 10 feet long. The machinery consisted in 1857 of two flue boilers, an engine, a circular log saw (perhaps a small circular or a muley), lath mill, slab saw, lath bolter, a Daniels planer, and a feed-grinding mill and also an engine lathe of then, modern make, 16-in. swing and 12-ft. beg.

The "New Mill" contained a circular log saw, bolter and lath saws, and a siding mill for sawing siding from 6-in. cants with thick and thin edges alternately. This mill ceased running about 1861 or 62.

A mill called "The Pierpont Mill" stood on the ground now occupied by the Coal Co., and Judge Henry S. Pierpont was the local representative and manager, the Company owning the north pier from which their product was shipped. This mill ceased running about 1858 or 1859 we understand. N. Newcomb was the outside superintendent.

The Lindstedt Mill which was on the ground now occupied by Mr. Fred Eggers Veneering Works, Mr. Albee has no recollection of being run as a lumbermill after 1857, but if he remembers correctly, it was operated as a flour mill, 6 or 7 years later. Julius Lindstedt, now or lately of Manitowoc was interested in it. With reference to this mill, Julius Lindstedt, son of the above writes:

"The Lindstedt millsite property consisted of Lots 1 and 2. Block 53, City of Two Rivers. The same was purchased by Frederick Lindstedt Sept. 20, 1855. The purchase price for the property at that time was \$2,000.00. The name of the firm at that time was

Frederick Lindstedt & Co., the other partner being Daniel Lindstedt. My father, Julius Lindstedt, was not a partner in the business, but was in their employ at the time. I am advised by old settlers that Frederick Lindstedt was at the head of the business and the same was operated for a number of years, but owing to the death of Frederick Lindstedt in 1857 (he was



Judge H. S. Pierpont

generation to learn when pails were first made by machinery, Jehiel Wilson, of South Keene, N. H., was the first maker of the then called "patent pails," which was probably about 1825 or '26. Soon after, Benjamin Page of Swanzey, N. H., a town adjoining Keene, took out machinery for cloth dressing and put in pail making machinery. This was in 1828. The making of pails, tubs, kanakins, and other kinds of woodware has since that date been carried on in Swanzey and Keene, the writer having been an employee in three shops in Swanzey during his early life. It is now carried on in four places in Swanzey, and one or two in Keene, also in a score of places in New Hampshire, Vermont, and Massachusetts, the timber for it growing up from burnt over grounds in

25 or 30 years to a diameter of 12 to 16 inches.

The dates of the building of the chair and pail factories are correct, but those of the changes of management may not be, but are approximately so. Mr. Albee remained with the pail factory until November, 1866, when he moved to Menasha, Wis., and taking up his residence in Neenah a year later, where his home has been since then, but having been away from there about five years at two or three times since 1869. Bradford Smith, the oldest son of Deacon H. H. Smith, succeeded him in the superintendency of the factory. After his decease, Chris. Johannes, Sr., succeeded him, he having been one of the earliest employees of the factory under Mr. Albee's supervision.

felt severely by those who were promoting the road, some of those in Manitowoc who were interested in the enterprise endeavored to boost the road along by means of a mass meeting, a parade, with band of music, public speaking, etc., to which the people of Two Rivers were invited. The invitation was accepted by some of the more jovial element, and the late Robert Suettinger who conducted a hardware store, at the corner of Main and Washington Streets, for many years, was chosen as chief engineer, to manager Two River's part in the parade. One of Aldrich, Smith & Co.'s teams was procured, a long reach put into the wagon, a long platform built upon the wagon, a cabin built upon the platform near its rear end to represent the engineer's cab, and the tender, a piece of an old smoke stack, mounted upon the platform, and extending horizontally forward for the engineer's 'Cab,' the bell being, I think, a large cow bell, with rope for ringing it, running to the cab. Fred Arndt, then an employee of the Aldrich, Smith & Co. (who later enlisted, went through the War of 1862 to 1865, and soon after the war bought a farm 4 miles west of Neenah, which he farmed for many years in connection with his trade of butcher, buying and selling cattle, etc., but two or three years ago gave it to his sons to run and moved into the city), was appointed 'fireman' for the 'locomotive.' The 'tender' was provided with an abundant supply of fuel, which consisted of material that would produce an abundance of dense black smoke, when ordered to do so by the engineer, and ring the bell.

You can well imagine the amusement the outfit made for the spectators and participants. After doing their part in the parade and quaffing a few glasses of lager, the party started on their return trip, late in the evening. The road was not the best, the load was heavy, and it was necessary to occasionally stop the horses for a rest. Arriving at a sandy stretch between 'Kuehn's Farm' and the Village of Two Rivers the team was halted and the fireman ordered to fire up so as to go into the village under a good head of steam, which he proceeded to do. After waiting until his patience was exhausted, he looked out of the cab, to learn the reason for the long delay, when to his surprise and chagrin he discovered that the horses were far ahead on their way to the village. We walked home that night, and always accused Mr. Suettinger as the perpetrator of the prank."

When the financial crash of 1857 came, money was a thing of the past. Wages of men dropped, common laborers commanding but 75c. per day, and "orders on the store" were the principal currency. \$10.00 in bankable funds being more than many families



G. H. Albee

Chapter X

Reminiscences

In speaking of some of the early days, Mr. Albee says: "Some incidents which occurred 50 years ago, may be of interest to the present generation. In 1856, or a little earlier the Manitowoc & Mississippi Railroad was started, it running from Manitowoc to Menasha, a distance of about 40 miles.

Considerable grading was done, some of which has since been utilized by the St. Paul road, they using several miles of the old grade from Menasha east, and probably in other places. The grading was in progress in the Summer of 1857, but the approaching stringency in financial circles being

The Boys of '61



H. C. Hamilton

had in a year. Provisions, such as wheat, rye flour, corn meal, and potatoes were low in price, but labor was not plenty. Once incident I recall proves this. An Irishman living in Mishicott secured employment at the pail factory in the Winter of 1858 at 75 cents per day. When Saturday night arrived he took for a part of his pay a sack, 98 lbs., of flour, which he carried to Mishicott, nearly, or almost 8 miles on his shoulders. After the commencement of the war, for convenience in dealing with their employees, many manufacturers issued what was called "script" which was somewhat like bank bills and was issued in dollars and fractions thereof. These representations of value soon received the name of "shin plasters," and were payable in merchandise only, but were kept in circulation by some business houses up to as late as 1875 or a little later. Laws have since been passed, making their issuance illegal. After the commencement of the war and the call for 300,000 more men, the younger element became interested

and began talking about enlisting. Some of the Democrats were opposed to the war, but not all of them, a few enlisting, but a majority of those enlisting were believers in the principles of the Republican party. Public opinion was such that no active opposition was made by the Democrats in Two Rivers, and several who were prominent in the Democratic ranks took active and prominent parts in securing enlistments. The beginning of enlisting in Two Rivers as I remember it, was started by the chair and pail factory employees, one afternoon, by organizing a company with fife and drum to march up to the tannery, going up on the east side, and returning on the west side of the Mishicott River. A raid was made before starting on a pile of broom handles in the pail factory for "guns." The writer was one that carried a "gun" in that march. Upon the return of the company that night, or soon after, the following persons agreed to enlist, although no papers were then signed to that effect.

The following is a list as near as Mr. Albee can remember of those who agreed to enlist from Two Rivers after that enthusiastic march to the tannery and back. This of course does not constitute by any means, all of those that enlisted from Two Rivers to serve in the ranks of the Union Army.

*Henry C. Hamilton	Wm. Hurst
Lafayette Smith	Wm. Henry
B. J. Van Valkenburg	Isaac Kingsland
Chas. Knapp	J. B. Lord
Geo. T. Burns	Anson A. Allen
*A. J. Hamlet	Thomas McMellen
Chas. Whitcomb	Henry Hempke
James Sym	*William Sutherland
Wm. Leard	James Allee
All of the 21st Wis.	All of the 27th Wis.
Inf.	Inf.

James Sym, now of the Wis. Vet. Home, at Waupaca, adds to the above:

Reuben Kingsland and John Shram of the 7th Wis. Battery; John Phillips, of the 6th Wis. Inf.; Aug. Weilep, 16th Regulars. John Arnolds, Thomas Waggoner and Arnold Waggoner, of the 5th Wis. Inf. Thomas McMellen returned as captain, and Wm. Henry as 1st lieutenant in the 27th. Isaac Kingland was wounded at the battle of Jenkins Ferry, was taken prisoner, and died later. Chas. Whitcomb was wounded at the battle of Perryville, Oct. 8th, 1862. Charles Knapp was wounded at the battle of Peach Tree Creek, Aug. 7th, 1863.

The names of those preceded by an * died in the South and of those reported by Mr. Sym, the writer cannot say that all returned to Two Rivers. William Leard of the 21st Reg. and Lafayette Smith, probably enlisted from Mishicott.

So many of the pail factory employees signifying their intention of going that Mr. Joseph Mann was desirous that Mr. Albee remain so as to break in new hands and keep the factory running, and as an inducement to the boys for his release, promised to donate to the families of those going the sum of two hundred dollars. This was accepted by them and Mr. Albee was allowed to remain, he reluctantly agreeing to do so, but with less reluctance on account of the ill health of his wife, and age of the oldest of his two children being less than two years.

As the war progressed and the stories of suffering and the death of the soldiers were received by the people of Two Rivers, their enthusiasm about enlisting grew less, so that drafts had to be resorted to in order to keep up the necessary army, each town being assigned her quota, according to the number of able bodied men living there.

In the Winter of 1865 a draft was

Chapter XII

A Memorable 4th

The 4th of July in the year 1852 which, owing to the 4th occurring on Sunday, was celebrated on the 5th, is one that will never be forgotten by many of the earlier settlers.

In order that the nation's anniversary might be duly celebrated, a committee of villagers had made arrangements for a parade and picnic at which a luncheon and refreshments of all kinds were to be served without charge. Hosea Allen was in charge of the arrangements and invitations had been sent to the residents of Manitowoc, Sheboygan and Milwaukee to participate in the festivities.

Accordingly friends in Milwaukee arranged an excursion to Two Rivers on the side-wheeler steamer "Planet" which left Milwaukee on Sunday afternoon, July 4th, at about 5 o'clock for Two Rivers, stopping at Sheboygan and Manitowoc en route to take on additional excursionists. The steamer with a large number of excursionists on board arrived at the pier here about 9 o'clock Monday morning and was met by practically all the villagers who accorded them an enthusiastic and noisy welcome, in true western style.

A line of march was then formed with Hosea Allen at the head and Ed. Boutin as marshal of the day, followed by the band and the crowd. After a short parade in honor of the occasion, they were escorted to a grove of tall pine trees, which occupied the site where Mr. Kessman resided for many years. Here tables and benches had been erected and the visitors and others were treated to an elaborate dinner which was to be followed by a program of speech-making, games and a general jollification.

In order that the celebration might be duly ushered in, an old cannon which had formerly constituted a part of the defenses of Fort Howard, near

Green Bay, and which had been brought here sometime previous, was brought into service.

The committee on arrangements had procured six 50-lb. kegs of powder and engaged Ed. LaPoint, a veteran of the Mexican War, to fire the salutes. The cannon was planted on a knoll or hill which occupied a site approximately on the northwest corner of the public school grounds. The knoll was surmounted by a flag pole 75 feet high. For convenience in handling and loading the cannon, the powder from five kegs had been sewed up in flannel bags containing one pound of powder each, each bag constituting one charge. The other keg was opened and left in this condition, the powder being used in priming the cannon. All of the powder both in the bags and keg was placed conveniently near at hand.

Promptly at four o'clock in the morning the first salute was fired and continued at regular intervals up to ten o'clock in the morning, when a disaster occurred that caused sorrowing and suffering to many and turned the day of joy and pleasure into sorrow and suffering.

It seems that some of the younger element were engaged in shooting fire crackers and began throwing them promiscuously about. Suddenly one of the lighted fire crackers was thrown into the keg containing the loose powder which had been used for priming the cannon. Instantly a sheet of flame shot forth igniting the other powder contained in the bags, which, igniting all at once, exploded and flames and powder were shot out in every direction for a distance of 100 feet or more. When the smoke had cleared away it was found that 36 people had been more or less severely injured, the clothes catching fire in many instances, adding to the horror.

Of those severely injured were the following: Henry Decker, Henry Rife, Albert Jackson, Oliver Pilon and

ordered for the town, the quota being as he remembers it, 41. At any rate, it would take every able bodied man, and as Mr. Albee was then in that class, according to Dr. H. O. Crane of the examining corps, he was sure of being one of the "elect." The pail factory owners being still anxious that he remain as its superintendent, he was supplied with the necessary funds and told to go to Green Bay and procure a substitute, that being the Provost Marshal's headquarters for the northern part of the state, and persons desiring to go as substitutes going there to find purchasers. He stayed there about a week before one could be found, when Mr. August Hyat, of Sheboygan County who had a few days previously paid all of his money, \$400.00, for a team of horses and engaged in drawing supplies from Green Bay to Escanaba on the ice and lost his whole outfit by the horses breaking through the ice, offered himself.

Mr. Hyat having been examined and pronounced "sound," a bargain was soon arranged, Mr. Albee paying him \$737.50 for his substitute of one year. This was March 9th, 1865, but a little over a month before the war closed. Mr. Albee learned that he was sent to Madison, Wis., and kept there about six months and then discharged. The pail factory company paid one-half of the cost of the substitute, and he the remainder. Within sixty days after procuring a substitute Mr. Albee, in working under the pail factory boilers, on his knees, the cords of one of his limbs was so stretched as to cause one knee joint to occasionally slip out of place, and therefore disqualifying him as a soldier. But the war was ended and he had no regrets on account of the expense incurred by his share of military duty.

In the Summer of 1863, the "Indian Scare" of Manitowoc and Sheboygan counties occurred. In some manner the rumor became current that the Indians were going to make a raid upon Manitowoc and Two Rivers, burn the buildings and kill the people. How the rumor started is unknown. They seldom came into the village those days, they being more general around Green Bay, Stockbridge and the Oneida Reservation, and when they had come around the Lake Shore towns, their intercourse had always been friendly with the people, so that it was not believed by the majority that any attention should be paid to the rumor, notwithstanding which it was reported that several families residing west of Manitowoc deserted their homes and fled to Manitowoc for safety. There were no particularly timid ones in Two Rivers, although it was prominent topic for some days.



Entire Industries in 1858.

Moses Bunker. Friends immediately offered every assistance, private homes were thrown open, notably that of Mr. Gottlieb Berger at that time residing near the Washington House, where the injured and badly burned were wrapped in cotton and sweet oil.

Of the victims Albert Jackson was so severely injured by the force of the explosion, besides receiving burns, that he died within a few hours after the accident. Of the others all recovered but many were sadly disfigured and will retain the scars the balance of their lives. Moses Bunker was probably, next to Jackson, the most badly injured, and although only eight years of age at the time, and badly burned, he finally recovered and still lives to recite the history of that day.

The steamer "Planet" with such of the injured and others of the excursionists immediately left for Milwaukee to procure more sweet oil and cotton and other medical supplies as might be needed and returned the following day in record breaking time with the much needed supplies.

The old cannon used on that occasion did serve for nearly 50 years on similar occasions after that, and finally came to a glorious end by bursting while firing a salute on the occasion of Schley's victory at Santiago, July 4, 1898. Fortunately no one was injured when she burst. The victory was evidently too great for the limited capacity of the cannon to properly give vent to its pent up feelings, so with a supreme effort it burst.

Appendix

JOHN LAWE

John Lawe was born in York, England, about 1780. His father was an officer in the English service, his mother a Miss Franks, a Jewess.

His uncle, Jacob Franks, educated him at Quebec, Canada, and took him into the Indian trade in 1797 when he employed him as a clerk at his trading post in Green Bay. About 1801 he married Therese Rankin. Her father was a Scotch-Indian trader and her mother was of the Chippewa Indian tribe.

His uncle returned to Montreal and left his business in Mr. Lawe's care and later sold out to him entirely. Mr. Lawe made his home at Green Bay until his death, Feb. 11th, 1846. His body lies buried in the old settlers' lot at Woodlawn Cemetery, Green Bay.

During the War of 1812 he held a commission as lieutenant in the British service.

About 1823 he was appointed Associate Judge of the County Court under the laws of Michigan Territory, and several years after this he was appointed Probate Judge of Brown County, which at that time comprised nearly all of northern Wisconsin.

He followed the trade of dealer in Indian goods and traded with the Indians, frequently journeying to the pay grounds in

person. He was one of the partners in the Green Bay Company that afterwards was acquired by the American Fur Company and for many years was one of the agents for the American Fur Company at Green Bay.

He acquired large holdings of land at many important points in Wisconsin, including Two Rivers, and died a man of considerable wealth.

He had two sons and six daughters. One son died unmarried, the other, Geo. W. Lawe, married Catherine Meade and settled at Kaukauna and is known as the Father of Kaukauna; he died in 1897 survived by one son, John Lawe. He is still living and has one son, Leo Lawe, of Green Bay.

Judge John Lawe was an Episcopalian in religious belief and a supporter of that church in Green Bay.

G. H. ALBEE

G. H. Albee was born at West Swanzey, New Hampshire, Jan. 2, 1831. He learned pail turning in 1850 and continued at his trade until 1854, when he went to Angelica, N. Y., as superintendent in building and operating a pail and tub factory. He came to Two Rivers in 1857 to build and superintend the pail and tub factory, and remained 9 years. On April 26, 1859, he was married to Mary Burns, a daughter of Mr. and Mrs. Thomas Burns, of Two Rivers, but formerly of Lowell, Mass.

In 1866 he removed to Neenah to take charge of the manufacturing end of the Neenah Woodenware Co., and remained in their employ with the exception of several short intervals until 1882.

At present he is engaged in soliciting patents for inventors making his home in Neenah, Wis.

JOHN H. BURNS

John H. Burns, a son of Thomas Burns, was born in Lowell, Mass., in 1833. He was married there and moved to Two Rivers with his father's family in 1856, and entered the employment of the New England Mfg. Company as bookkeeper. After the financial crash of 1857 and the going out of existence of that company he rented the plant and operated it for about five years, after which he moved to Neenah, Wis., rented a building and with a Mr. Fisher, carried on the chair and furniture business until the Spring of 1870 when the building was burned. He then moved his family to Austin, the Capital of Texas, and entered the office as a bookkeeper of the then State Treasurer of Texas, Mr. George W. Honey, one of the two men who made the first set of chairs in The New England manufactory in the Spring of 1857.

Later Mr. Burns moved to Galveston, Texas, and entered the United States Revenue Service and died there, May 1, 1898.

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