

Chapter 1

In The Beginning

The Locomotive of the Central Wisconsin Railroad left Stevens Point on March 18, 1872 and proceeded to churn along the flat lands of North Central Wisconsin. Mixed in with the flat lands were some occasional low rolling hills and every now and then even a hill of a few hundred feet could be detected. Eight months later the locomotive came to a stop at a place called No. 50. The President of the railroad, Gardner Colby said; this place will be named after my paternal family and so Colby, Wisconsin was born. While the track was being laid from Stevens Point to Colby; another crew was busy planning the Colby to Worcester route (located two miles north of Prentice); a distance of 50 miles. Advanced teams were sent ahead of those who laid the track, to find the best routes, to determine where the bridges would be placed and to prepare documents for final approval by the railroad executives. Work then started on clearing the giant pine trees, grubbing (leveling) the land, filling in the low spots with timbers and broken rock and grading the right-of-way. Preparing the ground properly on which the track would lie was serious business as the cold weather in Wisconsin produced frost lines four feet deep and it was absolutely essential that the prepared ground was firm, layered first with non-absorbent materials of clay and rock. If the ground was prepared improperly, water would seep into the ground under the tracks and in the spring the tracks would no longer be level but would be twisted causing the entire section to be relaid. In areas of low swampy land, sufficient amounts of clay and rock could not be provided in a timely manner and the only temporary solution was to build a corduroy track bed which consisted of timbers, rocks and other material to be laid under the track. This area of track required the engineer to travel a bit slower than normal due to its spongy nature. Years later the track would be relaid to meet the standards of the railroad and the government agency responsible for the safe transportation of people and materials. Actually just seven years later in 1881, after the railroad had been pretty much completed and which by then had connected all the major communities; a train maintenance crew came through the Dorchester area and raised all the track by placing addition gravel beneath the ties. In June of 1886, the old iron tracks were replaced with new steel tracks as they were more durable; less likely to fracture and cause a serious accident. Iron is produced by melting iron ore into a semi-liquid and which is then pounded or compressed in some way to remove the impurities. Steel on the other hand is produced by melting iron under intense heat and then adding carbon to the iron until one has a very hard steel. The real difference is the heat at which iron and steel are manufactured. Initially, it was only possible to generate temperatures of 1200 degrees Fahrenheit or there about and while this was sufficient to produce iron; it was not great enough to remove all the impurities. It was discovered in the late 1870s that by blowing air directly onto the burning wood and coal that was generating the heat; temperatures of 2000 degrees or better could be obtained. The higher temperatures removed most of the impurities and therefore a

much stronger product was produced and which was called steel. The laying of the track to Colby and the planning for the next phase to Worcester were both completed by early January of 1873. Winter was upon the land and it was not the time to move on; spring time would be better for all and a lot safer too. Once the winter spirit was broken in mid April; the trudge north began once again. Leaving Colby on April 15, 1873; it is estimated that it took six days for the workman of the railroad to push the track another nine miles before arriving at No. 59. On the seventh day, they rested for it was hard work laying the heavy track. Along the way and at a later time; Abbotsford was named for Edwin H. Abbot who was president of the Wisconsin Central Railroad during the 1880s.

On April 23, 1873 - the Wisconsin Central Railroad Company chugged into what is now Dorchester. The tracks were being laid at the rate of 5 miles every couple of days. This timetable remained on schedule for the most part, except when weather or other unforeseen circumstances dictated otherwise. One question arose that needed further defining; why was the U.S. standard railroad gauge (distance between the rails) defined at 4 feet 8.5 inches which is an exceedingly odd number? Because that is the way they did it in England and the U.S. railroads were built by English expatriates. Why then did the British use that gauge? Because the first rail lines were built by the same people who built the pre-railroad tramways and that is the gauge they used. Why then did they use that gauge? Because the people who built the tramways used the same jigs and tools that they used for building wagons; which used that wheel spacing. So then why did the wagons have that particular odd wheel spacing? Well if they tried to use any other spacing, the wagon wheels would break on some of the old long distance roads in England because that was the spacing of the wheel ruts. So then who built those old rutted roads? The first long distance roads in Europe and England were built by Imperial Rome for their legions. The roads have been used ever since. Well then how about the ruts in the road? The ruts in the road which everyone had to match for fear of destroying their wagon wheels were first formed by Roman war chariots. Since the chariots were made for or by Imperial Rome; they were all alike in the matter of wheel spacing. The U.S. standard railroad gauge of 4 feet 8.5 inches derives from the original specifications for an Imperial Roman war chariot. So the next time you are handed a specification and wonder what horse's ass came with it; you may be exactly right because the Imperial Roman war chariots were made wide enough to accommodate the back end of two war horses. Thus we have the answer to the original question and now for the rest of the story. When we see a space shuttle sitting on its launching pad; there are two booster rockets attached to the side of the main fuel tank. These are solid rocket boosters or SRB's which are made by Thiokol at their factory in Utah. The engineers who designed the SRB's might have preferred to make them a bit fatter but the SRB's had to be shipped by train from the factory to the launch site. The railroad from the factory had to run through a tunnel in the mountains. The tunnel is slightly wider than the railroad track and the railroad track is about as wide as two horses rumps. So a major design feature of what is arguably the

world's most advanced transportation system was determined over two thousand years ago by the width of two horses's butts. Don't you just love engineering.

Arriving at Worcester on January 6, 1874; the locomotive finally came to a stop nine months after leaving Colby. Averaging 5 to 6 miles per month doesn't sound like a very good rate of laying track and it isn't. A letter in the Centennial Book states that the contractor (Hooper Boyle and Seymour) hired by Phillips & Colby; broke their contract and walked off the job. In mid 1873, it was decided to create a turn around (round table) and this end of track would become known as No. 59; which is the number the engineer had written down in his log book and which stood for the number of miles from Stevens Point, the railroad's regional office. The engineer noted in his log book the exact location and within a few weeks the end of track contained a depot, sidetrack, turntable and a few buildings of questionable durability which for no better term will be described as shanties. One of the buildings was a small grocery store providing the basic staples of the day. This served as a temporary end of track but the following year in 1874; it was moved two miles south to No. 57 where a Mr. Sands (of Sands and Buell) had erected a saw mill. A creek running through the area and next to the mill was called "Sands Creek" in honor of the first businessman of Dorchester.

The railroad's president and chief administrator (Gardner Colby), responsible for End of Track name assignments was from Boston, Massachusetts and so he named a number of end of track hamlets after towns which surrounded the city of Boston. No. 57 became officially known as Dorchester, Wisconsin. Other towns such as Marshfield, Spencer, Medford, Chelsea and a host of others; were also named after towns in Massachusetts. The earliest railroad record found which showed our community had a name was a train timetable with a date of September 27, 1874. However, the name had been assigned months before that as the Original Plat of Dorchester which contained 6 blocks had been enacted in July of 1874 and the name had been used in that official document. Officially then, Dorchester received its name on July 22, 1874. However, my best guess as to when the name was first discussed as an appropriate title for No. 57, occurred in the early part of 1874; say February or there about. Dorchester was named after Dorchester, Massachusetts; a former town which is now a ward of Boston. Originally, it extended nearly to the Rhode Island border and included Dorchester Heights; whose fortification by George Washington's artillery led the British to evacuate Boston on March 17, 1776 at the start of the American Revolution. Dorchester Massachusetts was named after Dorchester, England and the name Dorchester in England goes back to Roman times. When the Romans occupied the southern portion of England in the second century A.D.; names were assigned to their military camps. Dor stands for north and Chester stands for camp and so Dorchester means "The North Camp". On the River Frome, the ancient town was a sizable Roman British center and many remains of the period have been found. By 1086, it was a royal borough and a castle had been built there by the 12th century. The Franciscan priory founded before 1331, is thought to have been constructed from its ruins. The

town is now a market center serving an extensive rural area. Thomas Hardy was born near Dorchester; the “Casterbridge” of his Wessex novels. Dorchester was derived from the ancient term Durnovaria. Settlers from Dorchester, England immigrated to the Massachusetts area in the 1660s and brought the name with them. Early settlers often named their new home in America after the place they came from.

The Dorchester area was quickly platted and a small school was constructed in 1874 to accommodate the children of the sawmill workers and a few entrepreneurial pioneers. In 1876, a large two-story school building replaced the small log school of two years earlier. The school contained grades from 1 to 8 and discipline was provided by the principal Ronald Lamont and two teachers Miss Mable Varney and Miss Emma Vangness.

The community quickly grew and a number of homes were constructed in 1874. Listed as building new homes were Silas Small - D.O. Miltimore - James Bursell - Ed Kayhart - Lewis Robbins - Gilbert Nelson - Hosea Hugoboom - Ole Froland - L. Bruester and John Lansworth.

The business section of the community, as was common to all communities on the line; was located immediately adjacent to the railroad tracks for easy loading and unloading of building materials, supplies and passengers. Once the railroad established and officially opened the rail line to a specific point; it was only a matter of time before the pioneers and lumberjacks arrived; creating overnight a small population center. Almost immediately, the railroad encouraged building by selling plats of land for little or nothing for they knew that once buildings were constructed and people living in them; they then would need materials and all kinds of supplies to exist. Yes, the railroad developed many customers this way as the railroad was the only means of transporting goods and materials to a town on the line.

Chapter 2

The Early Days Of Wisconsin

Wisconsin can justifiably be called a vanguard state; for many firsts can be attributed to the state. The Republican Party through which the abolitionist movement won its victory nationally (via President Abraham Lincoln) was founded at Ripon in early 1854.

Wisconsin rose out of the sea about 1,500,000 years ago while most of North America was still submerged. Towering mountains extended over some 20,000 square miles, equally more than a third of the present state. These mountains still lay under the northern third of the state and of course are much older than the Rockies or Appalachians. Glaciers came and went, the last appearing some 17,000 years ago. Glacier ice produced some very important changes in the history of Wisconsin. Mainly they tore off tops of hills, grinding them to clay and mud, filling in valleys and spreading rich topsoil (which was picked up in Canada) over Wisconsin like icing on a cake. The glaciers dug holes like the Great Lakes and thousands of smaller lakes throughout Wisconsin. These lakes provided Native Americans with food products and our most recent inhabitants with pleasurable activities.

Wisconsin was discovered by Jean Nicolet in 1634 when he crossed Lake Michigan and landed on the east shore of where Green Bay now stands. Here he found the Winnebago Indians; who were masters over large parts of Wisconsin.

One hundred and twenty five years after the French came, Wisconsin passed into British hands in 1760. The new American government did not really gain control of Wisconsin until after the war of 1812. The Americans unlike the French and British; came to Wisconsin to built permanent homes, to buy land, to farm and mine the land. To the Indians this meant the beginning of the end and by 1850; virtually all of Wisconsin was in the hands of white men.

The Northwest Ordinance of 1787 played a major role in the early development of Wisconsin. Considered to be one of the most significant achievements of the Congress of the Confederation, the Northwest Ordinance of 1787 put the world on notice not only that the land north of the Ohio River and East of the Mississippi would be settled but that it would eventually become part of the United States. Until then this area had been temporarily forbidden to development. Increasing numbers of settlers and land speculators were attracted to what are now the states of Ohio, Indiana, Illinois, Michigan and Wisconsin. This pressure together with the demand from the Ohio Land Company, soon to obtain vast holdings, prompted the Congress to pass this Ordinance.

The area opened up by the Ordinance was based on lines originally laid out in 1784 by Thomas Jefferson in his report of "Government for Western Lands". The Ordinance

provided for the creation of not less than three nor more than five states. In addition it contained provisions for the advancement of education, the maintenance of civil liberties and the exclusion of slavery. Above all, the Northwest Ordinance accelerated the westward expansion of the United States into Wisconsin and beyond.

Wisconsin was first surveyed in the 1830s and completed in the 1840s. When land was parceled out, sold or granted; it was described by "The Rectangular System". This system of Governmental Land Surveys was approved by Congress on May 7, 1785; it has been in use ever since and is the legal method of describing and dividing land. A more refined definition is that all distances and bearings are measured from two lines which are at right angles to each other. These two lines from which the measurements are made; are represented by the "Principal Meridians"; which run North and South and the "Base Lines" which run East and West. These lines are used as the starting points or basis of all measurements or surveys made when dividing land. The main Meridian Line running North and South is located five miles west of Dorchester on County trunk Highway "E"; while the main Base Line is located 174 miles South of Dorchester. These lines divide the land into strips; each of which is 6 miles wide by 6 miles long and each 36 square mile area is referred to as a Township. Each Township contains 23,040 acres; or as close to that as possible. However, this is frequently made impossible due to lakes and rivers interfering with making straight lines or by state boundaries not falling exactly on township lines. Each Township (unless it is one of the exceptional cases referred to above) is divided into 36 squares; each of which is called a section and equals one squared mile or 640 Acres. Each Section of land is divided into four quarters called; Northeast Quarter - Northwest Quarter - Southeast Quarter and Southwest Quarter; each of which equals 160 Acres. Further breakdowns can be made for example; by stating the Northeast Quarter of the Southwest Quarter which equals 40 acres (a square forty) or by stating the East One Half of the West One Half of the Northwest Quarter (a long forty). Still further breakdowns can be made by continuing the process. Dorchester's Village Limits are contained within four different Sections and is described as follows: The Southeast Quarter of Section 11 (160 Acres); The Southwest Quarter of Section 12 (160 Acres) and 54 Acres in the Southeast Quarter of the Southeast Quarter of Section 12; The North One Half of Section 13 (320 Acres); The Northeast Quarter of Section 14 (160 Acres) and all four Sections are located in Township Twenty Nine North (T. 29 N.) Range One East (R. 1 E.) all in Clark County; plus there are a few acres in Marathon County which are in Township Twenty Nine North (T. 29 N.) Range 2 East (R. 2 E.) and the village in total equals 860 acres.

Referendum proposals for statehood were defeated in 1840, 1841 and 1843; mainly because the people feared that statehood would mean higher taxes. Finally in April of 1846, the people approved the move to statehood by a vote of more than five to one. The beginning of Wisconsin was at hand and the immigrants from Europe, mainly German speaking; would provide Wisconsin with their highly skilled people from one end of the state to the other.

The birthplace of the Granger Laws; which was the early attempt to regulate railroad rates. At the time, this was a radical movement but would later become a standard practice as railroad rate fixing by federal and state commissions would become an accepted principle of government. This was another instance of Wisconsin claiming its title of a Vanguard state.

Wisconsin's first railroad came about when Henry Dodge (Governor of the Wisconsin Territory) recommended to the first legislature which was located at Belmont, Wisconsin; that a railroad be constructed from the Mississippi to Lake Michigan with the route extending through the southwest mining area. This would provide the mining district with a way of getting the mined ore back to the east for processing. It would be another ten years before the first railroad would be constructed in Wisconsin. That took place in 1847; when the Milwaukee & Waukesha Railroad Company constructed a route between those two cities. Four years later in 1851, the 20 mile stretch was completed. Nothing happened quickly as politics, finances and new techniques for building railroads across the state dominated the speed at which happenings occurred.

The real problem was how to get the railroads to the less populated areas as the railroad men were not willing to risk their money on such a iffy venture. Federal land grants became the solution and in Wisconsin alone; railroads became the owners of one twelfth of all the land in the state. To give some idea of how the railroad progressed in Wisconsin, we can look at the number of miles of laid track. By the end of 1860; there were 891 miles of track suitable for traveling. That increased to 1000 miles in 1867 and 2000 miles in 1873 which just happens to be the year that the train lumbered into what would be called the hamlet of Dorchester. By 1890, the mileage of laid track would exceed 5500 miles.

The Soo Line Railroad Company that we all remember as kids bringing passengers, freight and mail to the depot; where Bill Munroe, Bob Rottier and George Hoff would welcome all those who came to our small town. Just a short review of the railroads that provided service to this area is required. The Wisconsin Central Railroad Company was a distinctively Wisconsin Railroad. It was created in 1871 by consolidating several earlier railroads. The driving force and financier of the Wisconsin Central Railroad Company was Gardner Colby (a Boston Capitalist) who put nine million dollars of his own money into the line and became its first president. His son Charles, who had lived in Milwaukee for some time and Edwin H. Abbot were the other two men who did the most to develop the rail system in Wisconsin.

Gardner Colby passed away in early 1879 and he left property in the value of \$1,500,000 of which \$461,000 was bequeathed to public institutions. Colby University received \$120,000; Newton Theological Institution and Brown University and the American Baptist Home Missionary Society each received \$50,000. The American Baptist Missionary Union received \$39,000 and the Baptist organizations located in

Boston each received from \$1,000 to \$10,000. I include this notation to show the kind of man Mr. Colby must of been. Giving one third of his property to charitable organizations is no small event.

From 1871 to 1877, the Wisconsin Central constructed the first railroad to cross Northern Wisconsin and reach the Wisconsin Shore of Lake Superior. The line was built from Menasha through Stevens Point to Ashland with a branch from Portage to Stevens Point. For this action, the Wisconsin Central received 837,000 acres of government land. In 1890, the Wisconsin Central was briefly controlled by the Northern Pacific. In 1893, the Northern Pacific lost the railroad and the Wisconsin Central Railroad reverted back to its previous status. In 1909, the Wisconsin Central Railroad Company which came to this area in 1873 was acquired by the Minneapolis, St. Paul & Sault Ste. Marie Railroad Company Line. The two railroads that made up the Soo Line was the Minneapolis, St. Paul & Sault Ste. Marie Railroad Company and the Duluth, South Shore & Atlantic. They merged in 1961 and became the Soo Line that we are all so familiar with. In recent years it has been owned and operated by the Canadian Pacific Railroad.

Railroad Locomotives were named after cities in the 1870s. The Wisconsin Central Railroad Company named locomotives after towns on the line. The name Weyauwega was given to the first locomotive that crossed the Wolf River. The next was Waupaca. It took three days to build one mile of track in those days. One construction train was used with the first car being loaded with rails and the second car with ties. The ties had to be carried to the front of the rail car and then the rails were carried and mounted to the ties. The train moved ahead as each section of track was laid.

Pine smell in the air, axe chops echoed off the hills, mighty trees crashed to the ground. This was the time of the lumberjack penetrating new lands to gain control of the vast pine forests. The story of lumbering in Wisconsin is incredible if one takes into consideration that; pine forests covered the northern two thirds of the state and they were the finest pine stands in the entire United States. They contained an estimated 130 billion board feet of high grade pine. That does not include the billions of board feet of hemlock, spruce, cedar and various species of hardwoods which the lumbermen considered; hardly worth cutting. In just one Wisconsin River Valley (The Chippewa River Valley); stood one sixth of all the nation's white pine.

The sad part, all of this beautiful white pine and only 40 per cent of it ever reached a sawmill. Only the middle section of evenly sized trees would be cut and transported to the mill. The rest of it was left standing in tall stumps and in upper trunk sections. Young trees were destroyed in the logging process and trees knocked down by the wind were left to rot. In the early 1900s, Wisconsinites arose to find that the horse had left the barn. The state's timber resources were almost gone. The Wisconsin lumberjack had done his job well and had satisfied a nation's hunger for wood boards and shingles.

During the last half of the 19th century; one of the most important industries in Wisconsin was the manufacture of leather. The quality of leather produced from this area was good because of the ready availability of hides and the abundant supply of Hemlock Bark, which produced a good bark for vegetable tanning. Vegetable tanning as it is called because it uses plant life such as; (bark, wood, roots or berries) has been practiced since prehistoric times. Other tanning methods use salts such as Chromium Sulfate, fish, animal oil, animal brains, livers and other organs.

In the days before factories, before blue jeans and even before Ronald Reagan; people all over the world made their clothes, footwear and all kinds of useful items out of naturally tanned leathers. When the colonists came to America, they brought their leather working skills with them. Bark Tanneries were set up in nearly every settlement of the new world because this type of leather was considered to be a necessity. In 1633, Peter Minuit erected the first bark mill in North America and which was located in New Netherland (later New York). The census of 1840 showed some 8,229 tanneries in the United States.

Since tanning played such an important role in the early days; it was decided to talk a little bit about tanning and to try and explain the process that a hide went through in order to meet the necessary standards in order to be called leather. Tanning simply means, converting a hide to leather using tannins. Tannins can be described as being a brownish white, binding compound that form shiny scales when extracted (by using water) from tree bark or other plants. Tannins are an astringent which means they tighten pores or molecules and draw liquids or water out. Once the tanning process was completed, the tannins could account for up to 50 per cent of the hide's weigh. When you apply tannins to your skin; you can instantly see the skin contract. Put them in your mouth and your cheeks pucker. Medicinally, tannins are used to draw irritants out of your skin such as the venom from bee stings or poison oak. Next time you get stung, pull some fresh bark off the twig of a nearby tree, chew it up and apply it to the sting. You will find that the irritation will go away in seconds.

The bark of the Hemlock tree would be bruised and broken at a tan mill and the bark would be ground fine by using a large horse driven wooden wheel. It was important to use dry bark as wet or rain soaked bark would have lost some of its potency. Also dry bark was a lot easier to grind, thereby using less energy. A Tan Spud is used in stripping bark for tanning from trees.

In the late 1890s, it took between 4 months and one year for a hide to complete the tanning process. The length of time required to complete the tanning process would be determined by the type of leather one wanted or needed for a specific purpose. The longer, one left the hide soaking meant the harder or tougher the leather would be. The hides requiring a year to process would be used for saddles, holsters or stiff bags.

The Process - Once the hide was removed from the animal; it would then be folded into a square and tied with rope or twine so handling the hide for and during transportation would be somewhat easier. Inside the tannery, the hair would be removed from the outside of the hide by using a wooden bar with a dull edge; being careful not to remove the epidermis which is the dark pigmented layer under the hair. Improper de-hairing could result in blotching or blemishes on the hide. Flesh and any fat remaining would be removed from the inside of the hide.

After removing hair, flesh and fat; the hide would be submersed in a large vat which contained water and a tanning agent (Ground Hemlock Bark). The tanning agent would be used to displace liquids or water from the interstices which are located between the protein fibers in the skin. By removing the water, it tightens the molecules or space between the fibers and this process is called tanning. The hides would be turned every so often to ensure the entire surface of the hide would be exposed equally to the tanning process. As mentioned earlier, the length of time a hide would stay in the tanning bath would depend on how hard the leather needed to be. The tanner would process the hide according to the customer's requirements.

Once the hide had completed the tanning process; it would then be leached (rinsed several times in soft (rain) water). The main reason soft water is preferred is because minerals in hard water could react with the tannic acid and cause a second class product. Tanneries were traditionally located on rivers and streams because they used so much water. After each rinse, the water would be squeezed from the hide. After the leaching process had been completed; the hide is then curried. Currying is defined as the preparation of tanned hides meaning to; dry, grease, soften, dye (if necessary) and the last process is oiling the skin. Oiling the bark tanned hide makes it dry softer, darkens it and prevents it from cracking.

Dorchester, as did many other communities had a tannery located within its midst. It is believed the tannery was located west of the bridge on fourth street, near where the sewage disposal plant now stands. There were also businessmen who collected and stored hides for sale to the tanneries. Sam Ugoretz, collected hides and stored them in a shed near his house (where the Ken Mohan property is now located). There are those who would say; Sam's Place could be detected blindfolded from some distance away. Tanneries themselves were quite unpleasant places for sure; as a learned man once said, there are business worth having in a community and there are those which don't pass the smell test. There were very large tanneries located in Medford along the Black River and in Perkinstown as well.

In April of 1895, there was much talk about the northern parts of Minnesota, Wisconsin and Michigan becoming a state unto its own which would be called Superior and would take in all of the mining districts. The folks back in Washington didn't think too much about this idea. However, in the 1970s, the idea was reintroduced excluding this time

Minnesota but once again the movement failed to attract any noticeable attention and it quickly died on the vines. The idea in both cases was that the northern parts of the states were receiving too little from the state government for what they were contributing. A hundred years go by and nothing much changes for that same argument can be heard today throughout the area.

Wisconsin is the 23rd largest state with 54,314 square miles and has the 18th largest population with 5,453,896 as of 2002. The state's name is an English version of a French adaptation of an Indian name said to mean "The Place Where we Live". Wisconsin leads the nation with its 15,000 lakes and its natural beauty has made the state a favorite playground of the nation. Vacationers enjoy the state's clean lakes, rolling hills, quiet valleys, deep forests and cool pine-scented breezes. The winters are ideal for skating, skiing, snowmobiling and tobogganing.

Population Information About State Of Wisconsin

1836	----- 11,683	The first population count taken consisted only of white men.
1838	----- 18,139	Within two years; the population increased by 65 per cent.
1840	----- 30,943	Two more years and the population increased by another 60 %.
1842	----- 44,478	The next two years showed a 70 per cent increase.
1846	----- 155,277	The next four years showed a 72 per cent increase per year.
1847	----- 210,546	Population keeps going up as Native Americans are pushed out.
1850	----- 305,390	This is the time when Southern Wisconsin was booming.
1860	----- 775,881	The population more than doubled during this ten year period as the railroads began to open up the timber lands.
1870	----1,054,670	The growth rate slowed up as the Civil War was underway.
1880	----1,315,497	During the 1870s; population increased at rate of 30,000 per year.
1890	----1,686,880	This 30,000 increase per year continued during the 1880s.
1900	----2,069,042	The two million mark was passed at the turn of the century.
1910	----2,333,860	Manufacturing was growing rapidly in the Milwaukee area.
1920	----2,632,067	Things continued to go well after the first World War ended.
1930	----2,939,006	The beginning of the Depression slows economic conditions.
1940	----3,137,587	Depression lingers on; the country prepares for war.
1950	----3,434,575	Conditions improve; the war was won; servicemen return home.
1960	----3,951,777	Times are good; population increases by 50,000 each year.
1970	----4,417,731	The 1960s continue to show a 50,000 increase each year.
1980	----4,705,642	Population growth slows during the 1970s.
1990	----4,891,769	Manufacturing slows in Wisconsin as Japanese take lead.
2000	----5,363,675	Boom times are back and 1990s are good times for Wisconsin.
2002	----5,453,896	The last official population count to this date.
2005	----5,590,000	Wisconsin's growth will continue to slow as taxes remain high.

The Early Days Of Clark County

First inhabitants of Clark County were the Chippewa, Winnebago, Dakota and Menominee Indians. The first white men to visit the county were the French fur traders followed by missionaries. In 1836, trappers in the employ of the American Fur Company established a trading post on the Black River. A few permanent settlers arrived shortly thereafter followed by the Mormons who needed timbers for their tabernacle at Nauvoo, Illinois. They came up the Black River landing at Black River Falls in 1841; cutting logs along the riverbank and floating them down to the Black River Falls settlement where they were sawed. The Mormons abandoned their efforts in 1846. Timber was the great attraction which first brought white men into Clark County in large numbers. At first, the mills were small operations using up and down saws with production of 4000 board feet per day. It is stated that Van Dusen and Waterman built a saw mill in the southwest part of Clark County in 1848. I wonder if this Van Dusen was related to the Van Dusens who came to Dorchester in the 1870s and operated a mill here. Where rivers existed or smaller creeks swelled with the spring rains; these transportation routes were used to not only get the timber to the mill but also served as the avenue for transporting the sawed lumber to markets south. Different methods were tried; with one method being the utilization of rafts to move the sawed lumber down the waterways but many accidents occurred causing some of the lumber to be lost. Another attempt was to cut the logs into 6 inch thicknesses (cants) and float them downstream along with some logs but the task was too demanding and required more labor than could be justified. The cants were discontinued after a while and it was decided to run log drives and saw the timber closer to the source of use. The log drives themselves became a concern for the investors as they were afraid that someone else would confiscate their logs. The drives would end at Onalaska and LaCrosse where the big mills were located. There the owners would sort out their logs from their competitors. The sorting was facilitated by the use of brand marks; with each log bearing the brand of its owner. One brand known as the "Long Forty" gave the appearance of four X's. The long forty is a old time verbal expression; which refers to a lumberman buying forty acres and then keeps on cutting without reference to boundaries. White pine represented 25 per cent of the lumber in Clark County while the rest was hardwoods. The hardwood timber at that time was considered to be junk timber; hardly worth cutting as one reference points out.

The coming of the railroad changed where the lumber would be sawed as now there was a means to transport the finished product to the market place. Now the profit; which was normally provided to the big saw mill operators could be controlled locally and soon saw mills sprung up all over the place. First house in Clark County was built by the O'Neil family in the 1840s and was 18 by 24 feet in size. Neilsville was named after James O'Neil who was the founder of Neilsville and he also gets the credit for being the founder of Clark County. He led a group that established the first permanent

settlement at what is now Neilsville in 1844. Most of Clark County was surveyed in 1846 and 1847, just one year before Wisconsin became a state; with James McBride surveying the Dorchester area in 1855. Clark County was officially recognized as such on July 6, 1853 and was created from a part of Jackson County.

It has been widely accepted that Clark County was named for Moses Clark, who was an early settler in this area. However that is not the case, as in fact Clark County was named after one of our nation's early heroes; that being George Rogers Clark. The only claim to fame for Moses Clark is that he was the first white man violently killed in Clark County. This occurred during an argument with one William Paulley who disliked some of Moses Clark's comments; who then pulled out a pistol and shooting him. Clark died of the wounds a few months later and Paulley was sent to prison for his crime. An entry in the Draper collections now contained within the Wisconsin Historical Society states; the state legislature has recently honored George Rogers Clark by naming Clark County after him. Clark was instrumental in organizing a regiment of troops during the Revolutionary War; winning battles and capturing British outposts on the Ohio and Mississippi Rivers north of what is now the St. Louis area. His victory at Vincennes was achieved after marching his troops 240 miles through the dead of winter. To get to Vincennes, they waded through mile after mile of water, hip deep and finally chin deep. The final five miles were marched through a swampy marsh, arriving at Vincennes wet, miserable and half starved; their only salvation was to capture the town and fort, which they did. This astounding victory gave the British a setback, from which they never recovered.

While lumbering was coming to an end in the southern part of the county around 1900, it was rapidly advancing in the northern part; chiefly through the operations of the John S. Owen Lumber Company. Just as the lumbering industry was dying in many parts of the area; it was coming alive in the Owen area. Using Owen as a center of their operations, the Owens Lumber Company laid new rails to cutting areas and used the railroad to bring the logs to the mill. John S. Owen owned 30,000 acres in Clark County, more to the north and which covered 400 to 500 square miles. John Owen knew that once the lumber was gone, the land must then be converted to a different use. He offered land to farmers at a small price, if they promised to stay, clear the land of stumps and plant crops for man and beast. As the lumbering activities began to slow down, John Owen and his son expanded into the retail market; establishing the O & N Lumber Company in 1915. As was John Owen all his life and later on his son, the O & N Lumber Company became a successful regional company. The daughter of John Owen was Isabella who was the first white child born in the county on March 6, 1849. John died in 1939 at the age of 90; having rewritten Clark County History.

Lumbering was gone, farming was here and here to stay but first the stumps had to go. The stumps with attached roots could stand 15 feet on its side and horse power was the means to move them into a pile where they could be burned. Others corralled

them into a line and used them for a wind break and fence. The soil was good, crops were plentiful and slowly but surely; Clark County became adapted to the dairy industry. Within a short period of time, the county had 28 creameries and 30 cheese factories. In those days, creameries and cheese factories only operated during the spring, summer and fall when milk production was at its best. During the winter, cows dried up and only small amounts of milk were available; making it unprofitable to operate the plants on a full time basis. At the end of the first decade; the county housed 25,000 cows with a total value of \$560,000; averaging \$23.00 per cow. One of the reasons for the good milk production was the utilization of alfalfa and clover for feed to the stock. Initially, milk was transported to the creamery or cheese factory via 30 gallon cans. It didn't take long to figure out that using 10 gallon cans would permit multiple methods of transportation and at the same time, prevent visits to the attending physician. Today Clark County and its neighbor Marathon are the two leading milk producing counties in the state and it appears as though this will continue well into the future. Farming has changed in our area of the county and through out the region as well. In 1960, 25 children lived in each and every square mile of the countryside and the average age of the farmer was 40 years old. Today those numbers have changed drastically as less than two children inhabit each square mile and the average age of the farmer is almost 60 years. Farms are getting bigger and bigger with some becoming multi-million dollar businesses. Milking 700 or more cows (although not the norm) is becoming more and more common in Clark County. Cost of production per unit of milk goes down with the large herds and from that standpoint; well perhaps the size of farms will continue to grow. It would be interesting to see what the future will be like in another 40 years. Today's young people will have to write about those times at some future date.

Population Information About Clark County

1860 ----- 789	Clark County was just starting to welcome the first settlers.
1870 --- 3,450	After the civil war; people were looking for a place in which to settle.
1880 --10,715	Within 20 years, the county passed the 10,000 mark.
1890 --17,708	The population nearly doubled during the 1880s.
1895 --21,342	Timbering was at its peak during the early 1890s.
1900 --25,848	Population was increasing at about 1000 per year during this time.
1906 --29,349	After the turn of the 20 th Century; population growth slows.
1910 --30,074	Between 1900 - 1910; the county increased by 500 people per year.
1920 --35,120	People moved into Clark County after World War 1 looking for small farms in which to raise their families and 1920 would produce the highest population ever recorded; that is true even to this day.
1930 --34,165	The 1920s produced the beginning of the depression affecting growth.
1940 --33,972	Many people lost their farms/property and moved to the city for jobs.

- 1950 --32,459 Population continues to decline.
- 1960 --31,527 The young people upon completing high school continued to move to the city for better paying jobs. Farming once in their blood is traded for a 40 hour week and a steady pay check.
- 1970 --30,361 Between 1920 and 1970; the population decreases by 5000 people.
- 1980 --32,910 The 1970s show improvement as manufacturing increases in county.
- 1990 --31,647 Fewer and fewer farmers are producing more goods. Good for them.
- 2000 --33,557 Slow growth continues in the county. More jobs but smaller families.
- 2005 --33,950 This year; the population will be the same as it was in 1940.

The Early Days Of Dorchester

The first land transaction found which included the area upon which the Village of Dorchester now stands took place on May 1, 1767 and reads as follows: That whereas Hawnopajatan and Ochtongoomlisheau; Chiefs of the Nawdoisse Indians; did by their certain deeds under their respective lands and seals, give, grant and convey to a certain Jonathon Carver a certain Territory or Tract of Land; which said deed to the aforesaid Jonathon Carver is in the words and figures following; to wit: To Jonathon Carver: A chief under the most mighty and potent George the Third; King of the English and other Nations; the fame of whose courageous warriors have reached our ears and has been more fully told us by our good brother Jonathon aforesaid; whom we rejoice to see amongst us and bring us good news from his country. We chiefs of the Naudowissies; who have heretofore set our hands and seals, do so by these presents; for ourselves and heirs forever, in return for the many presents and other good services done by the said Jonathon to ourselves and allies; give, grant and convey to him, the said Jonathon and his heirs and assigns forever; the whole of a certain tract or territory of land; bounded as follows, viz: From the falls of St. Anthony running on the East Bank of the Mississippi nearly South East as far as the South End of Lake Pepin where the Chippewa River joins the Mississippi and from thence Eastward five days travel accounting twenty English miles per day and from thence North six days travel at twenty miles per day and from thence again to the Falls of St. Anthony in a direct straight line. We do for ourselves, our heirs and assigns forever; give unto the said Jonathon, his heirs and assigns forever; all of the said lands with all the trees, rocks and rivers therein; reserving for ourselves and heirs the sole liberty of hunting and fishing on lands not planted or improved by the said Jonathon, his heirs or assigns. To whom we have affixed our respective seals at the Great Cave; May 1, 1767. Hawnopajatan (turtle drawing) his mark; Ochtongoomlisheau (snake drawing) his mark. Said Deed is in the records of the Plantation Office; White Hall, London, England. Jonathon Carver died on January 30, 1780; leaving 2 sons and 5 daughters, joint heirs and sole inheritors of the aforesaid tract of land or territory, to-wit: Rufus, Jonathon, Mary, Abigail, Olive, Mindwell and Martha. They in turn sold the aforesaid tract of land to a Samuel Peters in 1806.

One hundred and six years after the Native Americans relinquished their rights to the White Pine Country; the Wisconsin Central Railroad penetrated the Dorchester wilderness as the government wanted the land settled with white Americans. The Revolutionary War settled who the land belonged to and the sooner it was occupied with hard working people; the better.

The Early Days provided all who had the nerve of being called a pioneer; vast opportunities to make their fortune. Work hard, save your money and start a business so that access to more money could be made available. There were many dangers in store for men and women in the first days of Dorchester. Staying healthy, among so many immigrants who carried with them a disease that did not affect them personally but permitted them to transmit it to others; was indeed a difficult task at best. Typhoid Fever, Diphtheria, Scarlet Fever, Small Pox, Chicken Pox, Consumption (TB) and a host of other deadly diseases caused havoc among the people and especially for under fed families; whose resistance to disease was all but gone. The strong survived, the weak didn't. The men folk who worked in the woods and sawmills fought daily to stay out of harm's way. Many accidents took place in the mills as pieces of wood would fly about like bullets in a metal drum. The saws had no protective guards with which to contain the splinters of wood that separated from the boards being cut. A hard life but still they came, an opportunity to live a life; full of hazards for sure but freedom rang loud in the immigrants who settled in the Dorchester area. Freedom was the one sound they heard above all others; freedom and hard work, the rest would come later.

Where sawed lumber was unavailable; they built their houses out of logs. Mill workers were given an extra board each day along with their regular pay so they could build a warm place for their family.

The railroad men came, followed by the lumberjacks; at first most were of French descent as they had lumbered elsewhere before coming to Wisconsin and were experts in felling the trees. Not long afterward came the first merchants and capitalists who erected general merchandising stores and sawmills up and down the line. The settlers were the last to arrive; most of which came anywhere from five to fifteen years after the railroad made No. 57 the permanent site of Dorchester. The settlers, ninety per cent of which were German, most of whom came from Bohemia (which is now a part of "The Czech Republic" but then was the most northern part of the Austrian Hungarian Empire) were expert farmers and tradesmen. My paternal grandparents, John and Mary Jantsch, were among them; arriving here in 1882 after a three week boat trip and a two week train ride. John and Mary were Bohemian Germans as was my maternal grandfather Julius Werner who arrived from Bohemia in 1886. Both grandfathers, of whom I knew neither, were expert tradesmen; in their case carpenters.

Once settlements became populated up and down the line; competition among the settlements was inevitable. One would try and outdo the other in every way. Obtaining permanent businesses was the envy from Stevens Point to Ashland; especially factories which hired a number of men to operate and maintain the business. This of course, provided vital financial nutrition to the community, everything from rooming houses to bed the men, food to feed them, beer and whiskey to quench the dust and clothing attire to keep them warm. Those who owned the businesses of the time were not only the business leaders but the local politicians as well. Businesses had the most to gain from increased population, for increased activity meant more people and more people meant more dollars circulating from one place to another.

Cliff Herman remembers hearing as a boy about how a community on the line would be measured against other communities. The businessmen would check as to the amount of freight that would be delivered to and from the depot platform and to the different businesses along the track. It was said that prior to the turn of the last century; no greater amount of freight was transported anywhere on the line than Dorchester. Dorchester was booming at that time and a big part of the reason for its early success laid at the feet of the early pioneer capitalists who were not afraid to invest their money to better their lives and the people of the community as a whole.

The Township of Mayville in Clark County was created by an act of the legislature in the year 1873. From that time until 1889; it consisted of two townships to be known as Hoard and Mayville. In 1889 the Town of Hoard was created out of the western portion of Mayville Township. The area was not settled to any great extent until the Wisconsin Central Railroad Company built their line of road through the eastern part of the town. For the next years, settlement of the land was confined to the eastern part of the town along the line of the railroad and near where the village of Dorchester now stands. The town of Dorchester existed from 1874 to 1901 when a local referendum was passed and the status of Dorchester was forever changed to the term Village.

Perhaps this is the place to give credit or due to those who accomplished something first in Dorchester; to those when they first arrived, settled and then made Dorchester one of the real great places in the world to reside; either alone or with family plus there were always friends next door.

Some Dorchester Firsts:

1873 - The first fire was recorded at the house of A.F.F. Jensen.

1874 - D.O. Miltimore constructed the first General Retail Store in 1874 and later on it was owned and operated by Daniel's Bros.; Bradbury and John. It was located on South Front St. directly to the north of where the American Legion Hall now stands. It burned down in 1891 but was rebuilt bigger and better than ever.

1874 - The first sawmill was constructed by the Sands and Buell Co. and was located along the railroad right-of-way; located across the street from the home known as the Copeland House.

1874 - D.O. Miltimore was the first citizen of Dorchester (the founder) the oldest of five boys and two girls, he arrived in Dorchester almost before the railroad did. He stayed until the mid 1880s and then departed for Southern California where he became the President of the California Olive Growers. He passed away on August 26, 1901 at the age of 61.

1874 - During the summer; Mr. DeMoss found two large stones in the woods and after some difficult but determined efforts, he was able to fashion the stones into the proper shape and thus constructed the first grist mill. After obtaining an yoke of oxen to generate the power, he was in business.

1874 - Rev. Dix delivered the first sermon during the first funeral which was conducted for James F. Barr.

1875 - The first hotel was built by Sullivan Hugoboom on the site where Pinter's Packing Plant now resides. It was a large building known as the Central House.

1875 - The first doctor who settled in Dorchester was Dr. Freeman. He provided services for the citizens until 1878 when he relocated to Colby.

1875 - Mr. May was the first Justice. The Town of Mayville was named after him.

1875 - Mr. Monaham was the first attorney and he argued the first case with Mr. May presiding.

1875 - The first baby girl born in the community was Rhoda Jensen on February 3; she was the daughter of Mr. and Mrs. A.F.F. Jensen.

1876 - The first baby boy was born in the community on October 2; he was the son of Mr. and Mrs. L. Bruester.

1876 - The first church erected in the community was St. Ludwig's Catholic Church (now known as St. Louis) and Father Shettehauser came down from Medford every Sunday for services. The church was located at 270 S. 2nd St. and today on that lot is a home owned and occupied by Janice Tischendorf.

1876 - The first saloon was owned and operated by Daniel Shay, a good Irish boy. It was located on Lot 6 Block 4 (on the lot north of where the barber shop once stood).

1876 - The first road was built south from the village one mile (which is now fourth street) and then west one mile to the farm of Hosea Hugoboom.

1876 - The first Notary Public and Justice of the Peace was Mathias Oberbillig who specialized in providing German Power of Attorney.

1876 - R.L. Swarthout opened the first Fire and Life Insurance Co.

1877 - The first butcher shop was called "The New Butcher Shop" owned and operated by Fred Beltz. Fred specialized in fish and oysters during the lentil season.

1877 - Charles Allard opened the first blacksmith shop. By 1900 , there were three blacksmith shops in town and all were kept busy six days a week.

1880 - The first real estate company was "The Dorchester Real Estate Co." with C.K. Ellingson serving as Secretary of the company.

1882 - The first Pharmacy specializing in the different drugs and medicines of the time was opened and operated by August Homsted. Mr. Homsted sold the first bottle of medicine on September 1, 1882. He was also appointed Postmaster by President Benjamin Harrison and served 4 years 3 months. In 1897 he was once again appointed Postmaster by President McKinley. He was clerk for the Town of Mayville for 13 years before Dorchester became incorporated.

1883 - George Krakenberger owned and operated the first thrashing machine and separator. George is the grandfather of Cliff Herman.

1883 - Fred Gutwasser started the first hardware business in 1883 selling farm machinery, building materials, paints, etc. He was also an agent for Deering Harvesting Machinery and had a harness shop. He owned a large warehouse across the street from the hardware business.

1883 - LeClaire's Opera House was the first in the area and I have learned from old writings that it was a very fine Opera House indeed. It was said that from Marshfield to Ashland there was no better.

1885 - The first bank building was erected by Ed Winchester in 1887 and was located 35 feet north of the American Legion Hall.

1885 - F.A. Distelhorst came to Dorchester in 1885 and opened up the first creamery. He continued making butter until 1890 and would have continued except the price of butter was so low that no money could be made. During the latter part of 1890, he converted the creamery into a cheese factory and sold it one year later.

1889 - The Ashland Iron and Steel Co. erected eight coal kilns one mile south of town and a year later constructed two more. The kilns were located adjacent to and west of the railroad track for easy loading and unloading. It was said that these kilns kept many a lumberjack busy supplying lumber to feed the kilns. From 1889 to 1902, 150,000 cords of wood was consumed by the kilns. Perhaps we should take a closer look at what a coal kiln really is. Everyone knows that a coal kiln makes charcoal out of wood but I wondered how this process actually played out. If I built a campfire; all I have left at the end is ashes. Are ashes then compressed somehow into a hard round brick using a mold and the method of compression? I wondered if this could be the way that charcoal is really made; as it seemed to me that it would take an huge amount of wood to make just a little bit of charcoal. A method it would seem to me which would not be very efficient and certainly not financially desirable for the owner of the kilns. It was decided some research was necessary so a proper explanation could be given to the reader. It is the same process I followed to examine other writings contained in the book.

There are two basic methods of making charcoal: Direct and Indirect. The direct method uses heat from the incomplete combustion of the organic matter (wood) which is to become charcoal. The rate of combustion is controlled by regulating the amount of oxygen allowed into the chamber and the combustion is stopped by excluding oxygen before the charcoal itself begins to burn. The end result, the best yield that can be expected utilizing this method is 20 to 25 percent. The indirect method uses an external heat source to cook organic matter (wood) contained in a closed but vented chamber. This is usually carried out in a masonry chamber. The indirect method results in a high quality charcoal with less smoke, less pollutants and the yield is usually around 30 to 35 per cent utilizing this method.

The process used in Dorchester during the 19th century would of worked something like this. The kiln itself would be a brick constructed chamber with concrete or masonry used to cover the bricks. The kiln would be wider at the bottom (about 30 feet in diameter) and about half way up (10 feet off the ground), it would begin to narrow until an opening 2 feet wide would represent the top or chimney of the kiln. A pit about 2 feet deep would be excavated underneath the chamber and steel grates positioned horizontally would be placed at the top of the pit; separating the fire from the wood that would become charcoal but with spaces between the grates for the heat to penetrate upward. Pieces of hardwood would be stacked inside the chamber leaving spaces between the stacks so as to permit the heat to circulate completely around the stacks of wood. There would be a opening located on the outside of the kiln at ground level providing oxygen to the fire and the top of the chamber would have an door which could be left open or partially or totally closed. Once the fire becomes very hot, the door at the top of the chamber is closed except for a small opening at one end which is required to provide an escape for the smoke. Intense white smoke will vacant the chamber as this is moisture being removed from the stacks

of wood which will become charcoal. When the white smoke turns to a thin blue color; the burn is stopped by closing the vent at ground level and the door at the top of the chamber. The charcoal is done and only needs to cool for 24 hours before being packed for shipment. Charcoal was and is used today for cooking food as it has excellent cooking properties. It burns evenly for a long time and can be easily distinguished and reheated. In Africa for example; the use of charcoal continues to go up as villages are isolated and do not have access to modern day cooking fuels.

Biomass users prefer charcoal over other biomass fuels such as wood, residues and dung because charcoal has a higher energy density than other fuels and can be stored without fear of insect problems. It provides excellent flavors to grilled food and the impurities have all been removed during the manufacturing process. Other uses for charcoal are many; with the Ashland and Iron Steel Company using charcoal for their steel furnaces as it generated a much hotter heat. A small child asked me this question - how do they make those cute little charcoal biscuits that you buy in a bag?? I responded by saying; good question!

1892 - William Wieden and Sons constructed the first large four-story Roller Mill with a capacity of 75 barrels per day. The Roller Mill was constructed on the site where the present Marathon Cheese Plant now stands. It was known as a plane sifter mill which was equipped with five sets of rollers; four for flour and one double feed roller. By 1902 the mill was processing 30,000 to 40,000 bushels per year. The roller mill was powered by a 50 hp engine which in turn was powered by a 60 hp boiler.

1892 to 1894 - The first newspaper in Dorchester was a German language paper called the "Deutsche Volkszeitung" and which was edited by William Evers.

1893 - Frank Nagle came to Dorchester in 1893 and opened up the first barber shop. It was known as Frank Nagel's Tonsorial Parlor. Webster's dictionary defines tonsorial as shaving of the head area. He was also a Justice of the Peace, Notary Public and functioned as a lawyer both for the court as well as for the defense.

1895 - The Jung Brewing Company opened up the first brewery branch office and then in 1900; moved it to Abbotsford where the transportation facilities were better.

1898 - The editor and owner of the first English speaking newspaper in Dorchester was Clarence Zook. Zook's motto was "An Era of Progress and Prosperity". Clarence Zook was born in Madison in 1864 and he started in the newspaper business there in 1883. Zook sold the business in 1899 and purchased the "Iowa Sun" in Lime Springs, Iowa at a sheriff's sale for \$500.

1898 - Dunn W. Bursell was the first undertaker in the community and also owned and operated the first furniture store. He had a fine hearse and it would be offered free

to those who needed a carriage in time of emergency as long as the requesting party provided the team to pull it. In those days, for some reason, undertakers also owned furniture stores. He also specialized in the production of picture frames and had a fine line of carpeting. Mr. Bursell was a fine carpenter and customized cabinetry could be ordered.

1901 - In March; The Dorchester Advancement Association was the first organized and chartered organization in Dorchester. President was B.G. Miltimore - Secretary was Alfred Brettschneider - Treasurer was August Homsted - Trustees were Henry Hagen, August Schmidt and Henry Lieders. Purpose of the organization was to initiate action to overall improve the community and promote economic progress. This organization apparently lost its way and on October 5, 1906; The Dorchester Development Association was organized with Frank Nagel as Chairman. Its purpose was the same, promote economic activity and especially to solicit a manufacturing enterprise which would generate jobs for those needing work. This organization eventually became "The Dorchester Commercial Club" and finally the "Dorchester Lions Club".

1901 - The Village of Dorchester was incorporated on September 28, 1901 and recorded with the Secretary of state on October 29, 1901. The first elected officials were; Village President - Frank Nagel....Clerk - August Homsted....Treasurer - Andrew Sorensen....Village Trustees - Gus Genrich, Fred Gutwasser, Henry Rau, William Chamness, Valentine Fleckenstein and Julius LeClaire....Village Marshall - Charles Fessler.

1902 - The first fire department was organized and chartered on Oct. 1, 1902 and the first fire chief was John Hollenbach. First assistant fire chief was John Schafer. Prior to this time, fire fighting was performed via a bucket brigade. Ten articles were adopted and approved with the first article reading as follows: Article 1 - Section 1 - This company shall be known as the Dorchester Volunteer Fire department. Article 1 - Section 2 - Its object shall be the preservation and protection of property from and during such fires as may occur in the Village of Dorchester and vicinity. The entire ten articles can be reviewed by reading Chapter 11.

1902 - The first Dorchester Baseball Team was organized on May 9 and it was called "The Dorchester Cresents". E.H. Ruhmer was elected captain and W.L.W. Distelhorst was elected Manager.

1902 - The first fire engine was purchased in August 1902; from the Waterous Engine Works of St. Paul, Minnesota. It cost \$1500 with equipment and contained a #1 Hose Cart, 1000 feet of 2 1/2 inch cotton hose and which was rubber lined. Weigh of the fire engine was 2000 pounds and was so well balanced that it could easily be drawn by hand. Pump capacity was 250 gallons of water per minute.

1920 - The First Milk Route - In 1917, Josephine Werner moved into town from the farm located just to the west of the Bob Schumacher farm after her husband died suddenly at the age of 45 in 1917. She brought with her two cows and needed housing for the animals. Josephine made arrangements and purchased a barn which was located at the rear of what is now the Dan Steckbauer residence on Second Street. After a successful move, the cows now had shelter and this simple act provided the Dorchester citizens with the beginnings of the first milk route. As the story goes, Josephine with two cows had more milk than could be consumed by family members and others knowing this would ask if they could buy the surplus. Her prayers were answered as she had often wondered how she would continue to provide for herself and four children, the oldest of which was not yet eleven. While she had some money from selling the farm, it would not last forever and selling a few quarts of milk per day helped buy other necessary items. She continued to put together a plan whereas she could add more cows to the two she already had and sell even more milk to the ever thirsty local population. Before the final plan could be realized, she met John Murette who popped the question; she said yes and now the plan to sell milk products accelerated. It just so happens that John had a seven acre farm located east of the railroad tracks and which would become known later as the Ortlieb farm. He had five cows and five and two makes seven; just ideal for starting a little business. By 1920, the plan was in place and the milk route became a reality. Once the word got out that milk was available without having to go out in the cold or damp weather, that it would be delivered right to the door; it wasn't long before the daily production was spoken for. People didn't have refrigeration so different options would be available such as; the route would pass by your house not once but twice each day. This coincided with two daily milkings which were timed to accommodate most of the population before breakfast and evening meals were eaten. The price for a quart of milk was six cents in the summer and eight cents in the winter while a pint of milk was three and four cents respectively. Many people would order a pint in the morning and a pint in the evening to avoid spoilage and to obtain that fresh cow taste that the people of the day so enjoyed and which the Jordans, Morgans and Hannahs of this day would hold their nose and say phew. It wasn't long before the product line became expanded as cream, eggs and dressed chickens were added to the items available. These items had to be ordered in advance as they were not part of the normal stock carried on the wagon.

Maude the horse was a gentle animal and before you knew it; all Ed Werner (the youthful lad of thirteen and horse handler) had to do was say, let's go Maude and the horse would begin its trek to the next stop; automatically halting at the right place.

Let's take a look and see what all is involved in operating a milk route. First the cows needed to be fed and milked. The feeding of the animals would be accomplished with normal grass or hay plus grains and to obtain the maximum milk production possible supplemented with rutabagas and mangos. Now the rutabagas and mangos had to be cut up so the cows could chew and digest them more easily. This was no easy task and

was the responsibility of my mother Loretta. She said that three months before they sold the farm and milk route, her mother Josephine purchased an automatic cutting machine. Automatic from the standpoint that all one had to do was dump the rutabagas and mangos into the machine and turn a handle which then produced a smaller version of what went in. My mother still thinks that Josephine could of purchased that cutting machine a lot sooner.

My grandmother Josephine did the milking which she enjoyed tremendously and it has been said that with her soft, small feminine hands; she was able to coax the cows into giving every last drop of milk that was contained within them. In fact, it has also been said that when the cow had been completely milked; the animal would turn its head toward Josephine suggesting that they could give a little more. Once the milking was completed, Josephine's husband John would hoist the ten gallon cans into the cold water tank and Ed would stir the milk in the can with a clean aluminum stick, coaxing the milk to cool faster. Little Julius was too small to be of any assistance but he was always underfoot trying to help. Once the milk had been cooled; Loretta would place the milk into bottles using a ordinary pitcher and then place a purchased round cardboard cover into the top of the bottle to avoid contamination and spillage. Once that was completed, Loretta's siblings Ed and Stella would jump aboard the wagon and head towards town beginning the delivery process. The plan was to complete the morning route by seven a.m. and the afternoon route by five p.m. which would provide the people with the milk and other products when they were most needed. The bottles would be contained within cases; each case of which held 12 quart bottles or 12 pint bottles. Chickens would be delivered during the afternoon route as this would give John time during the day to do the butchering and preparation. Lack of refrigeration was the one thing always in the minds of those who provided food products to the general population. Ice was delivered to those who had ice boxes twice each week on Tuesdays and Fridays thus ensuring adequate cooling would be available for the weekend. This was important as milk was delivered twice each day seven days a week. Believe me, this kept Ed, Loretta, Stella and Julius out of trouble as Josephine always knew where they were. Once the route was completed, Loretta had one job to do before heading off to school and that job was to wash the bottles. A job she disliked as some people would leave an inch or two of milk in the bottle and three day old milk left in hot weather would produce the most unusual aromatics ever experienced by the human proboscis. The milk route continued until 1927 when the farm was sold to Rudy and Theresa Ortlieb. Rudy and family continued the route until state regulations required the milk to be pasturized and the investment required to meet this and other regulations were just too costly. The citizens of Dorchester would be served by the Hawks Dairy Company located in Abbotsford until the 1970s when the cost of delivering milk became too expensive.

Population Information About The Village Of Dorchester

1875 --- 175 In two years time; Dorchester saw many lumbermen and a few settlers.

1880 --- 400 Boom times were here and the population exploded.

1890 --- 551 Growth continued as lumbering brought people, jobs and money.

1900 --- 485 The big fire of 1895 set Dorchester back; it never totally recovered.

1901 --- 471 Dorchester became a village; possessing the 400 residents required.

1905 --- 493 (253 males and 240 females) A pretty even mix between the genders.

1910 --- 476 Dorchester didn't go backwards or forwards during this time.

1920 --- 468 The big war ended; no change in the northeast corner of Clark County.

1930 --- 432 The depression was in full swing and it affected the Dorchester area.

Two big fires during the 1920s destroyed the business section.

1940 --- 441 World War II would soon be underway for all Americans.

1950 --- 456 The war ended; boom times again but not in Dorchester.

1960 --- 486 Literally no change from one decade to the next.

1970 --- 490 No change during the 1960s; no reason for people to be optimistic.

1972 --- 491 The early 1970s gave people hope for the first time in 70 years. A new park and the Liberty Homes Plant leading the way.

1980 --- 596 Population during the 1970s increasing; Dorchester is on the move.

1990 --- 697 Twenty per cent growth during the 1980s; Lookout here we come.

2000 --- 833 The 1990s brought new businesses and people to the community. A total of 337 households found Dorchester a great place to live.

2002 --- 841 Growth has slowed; the population loses as many as it gains.

2005 --- 850 With increase in manufacturing; population should be 1000 by 2020.

Chapter 3

History of Automobile Sales and Service

The automobile flew into the 20th century and never looked backwards. At first the new invention was very appealing to all those who needed to go to from one place or another. However, the cost of these new machines was prohibitive to all but a few. Then Henry Ford said; I would rather make a million automobiles and make \$10.00 per car rather than sell 10,000 cars and make nothing in the end. He conceived the idea of mass production and then put it into operation utilizing the assembly line process. Instead of a car costing \$800 he could now sell them for \$400. Lowering the cost placed the automobile at the pinnacle of each individual's dream of owning one. In 1900, there were 8000 autos on the road and by 1912 the number had increased to a whopping 900,000. The manufacturing technique of mass production was efficient and provided lots of jobs for the average American; at least for those who could tolerate the physical abuse that the human body had to endure. Make no mistake, this work was hard and initially lasted 12 hours per day, 6 days a week but the salary paid was unheard of and a man could be proud that he could support his wife and children in a comfortable way. Five dollars a day put a worker into the upper middle class and saving eight dollars a week for one year placed a worker in a position where he too might built a garage. Ever so slowly over the years; people began to purchase this amazing machine and of course with more autos on the road meant we now needed someone to maintain and repair them. Gasoline and repair outlets soon sprung up along the main roads leading to and from each community.

If one stops to think about it, there really is no difference between the horse and automobile. Both will get you there, one more quickly than the other but at a higher cost. Both need to be fed to keep running; one with hay and the other with gas. Both need regular maintenance; horses need repairs on their shoes and harnesses and the auto needs repairs to the engine and tires. As more and more cars were manufactured and utilized by the population, more and more service stations became noticeable on the landscape. As this event took place, one could see at the same time the gradual reduction in the number of livery stables providing service and then there were none at all. We had entered a new era but some would say years later; I wish the good old days were here once again. For others, the new era came but for them nothing changed as the cost of the automobile was still more than what they could expect to save in a lifetime and so they continued to use horses well into 1940s. As in the other histories, we will make every effort to identify those who played a major role during the early days of our community; to those who led the way to accept a new challenge in their lives; to those who first established an automobile service station. Although Burt Wells and Frank Chase (Operators of the large General Mercantile in Dorchester) never operated a service station or car dealership in Dorchester; they were awarded the Ford Franchise for the entire Clark and Taylor Counties in December of 1909 and

had a large sales and service garage in Medford and Abbotsford. These two men were always forward thinking individuals of their time. It is my intent to record here each of the different proprietors who owned or operated an automobile sales or service business; where each of these businesses were located and to list them by earliest date of operation and by location.

First Location (1909 - 1916) Metz Auto Dealership & Repair - The Centennial Book mentions a Metz Car Dealership located on County Trunk "A" and that it was located next to Fleckenstein's Hardware Store which is where the Laundromat now stands. However, I was unable to locate any land owned by a Metz or to find any information whatsoever regarding who this might have been or where exactly this dealership would of been located. This mystery has been just that for over three years now and until today (June 13, 2005) there appeared no hope to unravel what the centennial book had talked about. Then a small one paragraph article in the section (50 years ago) of the June 1965 edition of the Dorchester Clarion; stated that Valentine Fleckenstein sold a Metz car to the rural mail carrier of Athens. So it appears that in addition to the hardware store that he operated; he also owned the first auto sales and repair service station. It makes sense as hardware store operators of that day were more than just clerks selling retail; they were inventors, builders of metal and steel and a perfect fit to repair the many flaws of the early automobile.

Second Location (1910 - 1915) Oscar Laack had operated an auto service garage for five years when he had an opportunity to sell his building to Vincent Wuest which he did in February of 1915. Vincent lost his Dorchester Hotel to fire on January 29, 1915 and he was looking for a quick temporary solution so he could get the saloon portion of his business operating once again. Vincent purchased the Laack garage and moved it to the west part of the lot where the Block Hotel now stands and by the end of February 1915; he was back in the saloon business. Three years later, in August 1918; the Dorchester newspaper reported that Oscar Laack will open his garage next Monday morning and that this will be a nice new addition to our prosperous village. His original garage was located just to the west of where Helen Mueller now lives on West 1st Avenue and so I assume his new garage was located on the same lot; although I cannot find any documented data to support that view.

Third Location (1916 - 1951) Paulson's Garage was an active sales and service garage for 35 years and that service was provided from three different sites within the village. Joseph Kronschnabl Sr. sold the South 40 feet of Lot 6 Block 3 (Located on the lot south of where the American Legion Hall now stands) to Ole Paulson on April 8, 1916 for \$150. By August of 1916, Ole Paulson had erected the garage/automobile service station in Dorchester and the big sign that went up in the front of the building read "The Dorchester Garage". Immediately the garage was sold to Ole's two sons (Ansel and Edgar) who took over the operation of the service station. The business was sold to them for \$2000 on August 16, 1916 and one year later the two Paulson Bros. changed

the name of the garage to "Paulson's Garage". On July 29, 1921' Ansel and Alice Paulson Quit Claimed their interest in the property to Edgar who from this time on would operate the garage by himself. The fairly new structure was totally destroyed on May 1, 1923 when 15 buildings on the south end of town fell victim to damaging and totally consumptive flames. Edgar Paulson lost everything in the fire but proceeded to make plans immediately to find a temporary location for the business until more detailed plans could be thought out and put into place. The original Gutwasser Warehouse Building (located across the street from the hardware store) was available and so plans were made to move there.

On November 28, 1924; he purchased the old schoolhouse building which had been moved to where Ron and Judy Robida's house now stands. Frank and Phebe Nead had purchased the building from Art Gutwasser and now sold it to Edgar. Edgar renovated the southeast corner of the building; installing an office and spare parts room. It made a wonderful place to house an automobile garage as there was sufficient space for all facets of the operation including the storage of new autos; thus ensuring they would always look nice for potential buyers. The back part of the building was used as an repair shop while the second story was used to warehouse materials and a large area was reserved for parties and get togethers. On January 1, 1927, Edgar procured a franchise to sell Chevrolet Automobiles which he did until May 3, 1929; when Edgar persuaded the Ford Motor Company to provide him with franchise rights to sell their new Model T Automobile. Edgar would continue selling Fords until he passed away in 1951. Edna Paulson then sold the property to Otto/Emma Genrich on Dec. 13, 1951.

1951 - 1958 Genrich's Sales and service - Otto and Emma Genrich purchased the business just before Christmas in 1951. They had tried the grocery business for a short period of time a year earlier in the Werner Clover Farm Store and were now looking for an income producing business. Purchase of the Paulson Garage seemed to be the right fit for Otto with the only problem being that Otto was not a mechanic. This problem was quickly overcome when Alfred Baker leased the back of the garage and performed the mechanic services for Genrich's Garage. Al was assisted in performing the repairs by three of his sons (Dale-Duane and Dick) all of whom were quite good at repairing mechanical things so it seems that Al was a good instructor in the art. Otto expanded the other part of the business by selling sports equipment such as guns, fishing tackle and other related sports equipment. The business continued in this way until he sold the business to Lloyd and Ruth Carlson in 1958.

1958 - 1959 Carlson's Sales and Service - Lloyd and Ruth Carlson purchased the property on September 16, 1958 and operated the business with Al Baker still providing mechanical repairs in the rear of the building. Less than a year later; the building burned down in what some have described as the hottest fire ever recorded in Clark County.

Fourth Location (1918 - 1920) Mike Maslowski rented his livery stable (where the east part of the village hall now stands) to Art Holliday of the Town of Little Black. A newspaper article stated that Ed Sauter was going to do the draying until Art moves to town. Art is also going to start a machine and auto repair shop. An October 1918 newspaper article states; Arthur Holiday moved into the rooms over the livery barn last week and expects to open his machine and auto repair shop about November 1.

Fifth Location (1921 - 1922) The City Garage - William Kreplean and Bernard Wilke (Partners) and better known as Kreplean and Wilke purchased a parcel of land identified as Outlot 20 of Assessors Plat "A" on September 10, 1921 for \$500. The land was purchased from Albert and Anna Esser and was located just west of Esser's Saloon (where the Dorchester State Bank now stands). A large cement block structure was erected on the lot in late 1921 and the new garage in Dorchester was ready for business. A sales office was located in the southeast corner of the building and this is where deals were made, paperwork was completed and many world problems were solved. A large area for auto repair was available as well and living quarters were located at the south end on the second story.

1922 - 1927 Henry and Gertrude Tamborino purchased the property(City Garage) from Kriplean and Wilke on January 17, 1922 and they either operated or leased the business to others until April 1, 1927 when they rented to the building to Joe Sebold and then sold it to him on October 25, 1928. Newspaper articles said that Tony Kriplean took over the Buick Agency at the City Garage in August of 1923. He ran the agency until he moved to Colby on June 1, 1925. Also, Emil Pudleiner and Henry Erlei took over the auto repair and metal shop during the time period from 1923 to 1927.

1927 - 1955 On March 20, 1927, Joe Sebold and George Baumer dissolved their partnership in the Garage at Stetsonville where they sold the Hudson and Essex Lines. Joe sold his interests in the Stetsonville business to Amacher. On April 1, 1927, Joe rented the City Garage Building in Dorchester and he called his business Sebold's Garage Service. His family moved in the upstairs apartment above the garage. After renting the building for 18 months; Joe purchased the property on October 25, 1928 and immediately recognized the importance of creating a permanent partnership with one of the automobile manufacturers. A September 30, 1927, newspaper ad stated Joe was selling the New Ford - yes Ford. Joe obtained the rights to sell the Ford but in 1929; he would give up that franchise for one with Chrysler. On November 22, 1929, A. Vanderzee (General Sales Mgr. for Plymouth Sales) arrived in Dorchester and announced that Sebold Motor Service will take on sales for the new Plymouth. Oscar Decker purchased one right away and Oscar Kaufernus bought a 1 ½ ton truck. A good start one would say and I think the man from Detroit was very impressed indeed. In late 1929, Joe changed the name of his garage to "Sebold Motor Service" and he advertised that "The New Plymouth" could be obtained for \$590. Joe also handled Good Year Tires and William's Batteries.

Since Joe purchased the garage the year before, Joe has been making improvements to the building. This year (1929) he installed a new Nelson HiJet Steam Heating Plant which is fired by coal and the heater is suspended from the ceiling. Article from the November 1929 Dorchester Newspaper.

There were many changes during these early times of the automobile and the beginning of the recession was close at hand. New Pureoil gasoline pumps were installed in June of 1931 and they were located right on the sidewalk by the curb. This made it very convenient for the customer to stop right on the street and get a refill of his favorite blend.

Joe continued with the Plymouth franchise until January 1, 1935 when Chevrolet Motors granted a Chevrolet franchise to Sebold Motor Service. For the next 20 years, Joe Sebold engineered a successful enterprise of selling and servicing Chevrolets for the community and surrounding area.

Even though there were many difficulties; Sebold Chevrolet and Company kept everything moving in the right direction and today (although the franchise has long left this small town), the second and third Sebold generations (Francis and Joe) continues on with a Chevrolet Franchise in Abbotsford.

1955 -1975 Jerry and Betty Radlinger purchased the business on July 18, 1955 and continued with the Chevrolet Franchise until they sold it twenty years later in 1975. Three years after the purchase; Jerry and Betty incorporated and the new name of the garage was "Radlinger Chevrolet". In was in the mid 1960s that manufacturers changed the rules of the franchise game. They insisted that every dealer had to sell a minimum number of cars each year or the franchise would be assigned to a more determined garage owner. The goals could not be achieved in a small town so all the dealers were looking for alternatives. Jerry Radlinger decided his best bet was to relocate to Marshfield where the pickings were a bit better and of course the manufacturer would be happy and appeased. Jerry and Betty continued to live in Dorchester as they said there is not a better place to live.

1975 - 1976 W & W Imports purchased the business in 1975 and their specialty was rebuilding and doing body work on automobiles made on the other side of the ocean. For whatever reason, the business did not go well and the Dorchester State Bank received title to the property in 1979. The bank razed the building in 1985 and it is now the drive in banking area of the new Dorchester Bank.

Sixth Location (1930 - 1938) Bill Sedlack owned the land at the junction of State Highway 13 and County Trunk Highway "A" and with the number of automobiles increasing in large numbers; he thought that particular spot would be ideal for a service station, saloon and eatery. The building was completed in 1930 with Bill

initially operating the automobile part of the business. It is believed that Bill leased the saloon and eatery to others as a 1930 photo says "Dick's Tavern" on the beer sign. The business was successful but with Bill's other investments and interests; it became too much and so he sold the business to "The Seidel Brothers".

The sale to Frank and Albert Seidel on March 8, 1938 would make the Seidel name infamous; even to this day (50 years after Seidel's sold the business) the junction of State Highway 13 and County Trunk Highway "A" is referred to as Seidel's Corner. In July of 1941, Seidel Brothers doubled the size of the saloon and eatery and also used stone from the Dorchester quarry to decorate the exterior of the building. The Seidel boys knew how to run a business and they did well at the corners. George Seidel, brother of Albert and Frank, was employed at the business until he decided to leave the organization around 1950; however Frank and Albert continued on for another five years or so. My dad who was the rural mail carrier out of the Dorchester Post Office would stop each and every day at first Seidels and then to their successors until he retired in December of 1964. It became such a routine that it is still a discussed topic even to this day within our family. Without fail, the routine would include a root beer and a ice cream.

On December 8, 1955; the Seidel Brothers sold their service station, tavern and eatery to a group headed by Bernie Johnson and Connie Harrellson. They immediately incorporated the business and insisted that it be called Seidel's Inc. Both Bernie and Connie were from the Mound Clemens, Michigan area and they knew it would be a huge advantage to maintain the Seidel name.

In February of 1956, the Seidel public party attracted large numbers last Monday as was stated in the Dorchester newspaper of the time. Several hundred persons partook of lunch and beer as guests of Seidel Bros. and Seidel Inc. at a grand opening-farewell party at the Seidel Service Station and Tavern on Dorchester Corner Monday. The event commemorated the change of ownership of the business which Frank and Albert Seidel sold January 1 to a group of persons who incorporated the business of Seidel Inc. Everyone had a good time and it was a good opportunity for Seidels to say Thank You and for the new guys to meet the people of the area who it was hoped would become regular patrons of the establishment. No new changes were made by Seidel's Inc., however they maintained the high standards set down by the previous owners for the next 18 years.

Bernie and Connie sold the business to Steve Heines in 1973 and this sale would end the business that had started in 1930 and which had continued on for 43 years. Steve would discontinue the sale of gasoline, expand and convert the service station into a night club type eating area. It had been called Seidels for so long but now it would be called Steve's Place. Well as they say, progress comes in many ways.

Seventh Location (1944 -1967) Emeil Pudleiner purchased Lot 13 Block 4 on May 18, 1933 which was four years after the fire of 1929 destroyed the building that was on this lot plus three others and which is where Pinter's Packing Plant now stands. Emil had started a small automobile and general repair business there building, welding, and doing whatever people needed. He assisted my dad in building a small one axle trailer which was then hooked onto the back end of a 1930 Plymouth and hauled all the way to the West Coast and back in 1936.

The property was purchased by John and Echo Mertens in 1943 and in March John started building a large cement block building which would house his trucking business. Six months later John and his brother Albert became partners in the business and as it turned out; it was a good time for a partner as John was called to serve his country. John returned home in 1945 and almost immediately the two brothers announced plans to expand the business by performing the repair and overall servicing of automobiles. The building was now used to service vehicles they used in the coast to coast trucking business and the automobile service business. On October 10, 1946, an announcement by W.A. McDonald Vice President in charge of sales of Kaiser-Frazer Corporation named the Merten's Bros. official franchise holders and a dealer of Kaiser-Frazer. In 1948, they obtained a franchise from Chrysler Corporation for the rights to sell the DeSoto and Plymouth Lines. In the fall of 1948, construction started on the addition of the new automobile display area located on the east side of the existing building which was facing the street so the traffic passing by could view the new vehicles through large plate glass windows. The new display area would also contain sales offices and one section would be reserved for storing spare parts. Before long the new addition was completed and ready for occupancy. On July 29, 1949, a grand opening at their new showroom displayed the Desoto and Plymouth autos of the day and it has been said that three cars were sold that day. This date would be the beginning of a long relationship between Mertens Garage and the Chrysler Corporation and which continues to this day. Six years later, both businesses had growing pains and in May of 1952; it was decided to dissolve the partnership. The building was too small to accommodate both businesses so John relocated the trucking business to a place on the east side of the tracks. Albert took over the building and the automobile sales and service side of the business and at that time decided to expand his business as well. Albert's son Dennis decided to join the business in 1951 and it wasn't long before this young gangly man of 19 demonstrated his ability to get the job done. Dennis had helped his dad for a number of years so by the time he graduated from high school; he was ready to perform many of the trade's functions and company's duties without being supervised, at least it wasn't necessary on a regular basis.

In April of 1960, Al Mertens announced that his dealership had been granted a franchise to sell the Valiant which is the most recent entry into the compact market. On Jan. 1, 1961, Al Mertens removed the big sign which said Desoto Plymouth and replaced it with one that said Plymouth Valiant. On October 1, 1962, Mertens was appointed an official

dealer of the Chrysler Automobile. This provided a new opportunity as it offered a high end product to those who had a few dollars in the bank.

All was going well until once again the manufacturer demanded increased annual sales and Merten's Garage had no choice but to relocate to an area of higher population which could support the higher tallies required. The move to Medford was concluded by 1965 but Albert insisted on keeping the Dorchester garage open for a couple of years so as not to make it too difficult for his Dorchester customers to get service for their Chrysler and Plymouth automobiles. The building sat empty for only a few months before a portion of the structure was leased to Jim Maurina. Jim opened up a shoe shop, selling and repairing footwear in the space previously called the automobile display area. Albert Mertens died in 1968 and Sylvia Mertens sold Lots 12 and 13 to John and Janet Pinter on July 14, 1970 and today Pinter's Packing Plant sits on the lot where the Mertens Family built their first garage in 1944.

The Chrysler Plymouth Franchise in Medford today is owned and operated by Mitch Mertens, son of Dennis and Aggie Mertens. The third generation now runs Merten's garage and this is apparently quite common as the car business gets in the blood.

Eighth Location (1959 - 2005) After the fire of Carlson's Garage; Al Baker (who was providing the repair services in the rear of the building) decided to start his own business and with help from a lot of friends and family; constructed a cement block building east of the tracks near Lake Dorchester. Al had lost all his tools and supplies in the fire and starting all over again was not easy. However, with his son Gerald close-by things were looking up. The garage was completed in November of 1959. Baker's Garage as it was known continued through the sixties, seventies and eighties with Al passing on in the late 1980s. Gerald had pretty much run the business for sometime and he had added sales to the services provided. Selling tractors from Russia and specializing in the repair of tractors a trade not many were able to provide. Gerald passed on unexpectedly in the early 1990s and his son Tim now owns and operates the business. Tim is known far and wide for his knowledge of and his ability to repair tractors. He also buys tractors, rebuilds them from the bottom up and then resells them.

Ninth Location (1973 - 1998) Gorke's Bus Service and Auto Sales also provided automobile repair services beginning in 1973 and extending to the late 1990s. Adolph Gorke began this practice soon after purchasing the property and later it was taken over by the next generation (Gregg Gorke and his brother-in-law Brian Steinmetz). Services to the public were performed when things were slack at the other two businesses run by Gregg and Brian (Gorke Buses and a used car lot). Gregg Gorke still runs Gorke's Sales which is located at the junction of CTH "A" and STH "13" and specializes in the sale of used autos, trucks and SUV's.

Chapter 4

History Of Banking

Banks and the way they operated in the 19th century compared to now was like night and day. Today's banks are licensed and directly controlled by Federal and State Banking Institutions which regulate the bank's activity from morning till night. Not a single transaction goes by without the overseer playing some role. Not all the regulations that banks have to adhere to are bad; cumbersome perhaps but not bad as the FDIC (Federal Deposit Insurance Corporation) protects the hard earned savings of those who place their monies in the bank's protective state; at least up to \$100,000 per title. Should a bank make too many loans to individuals or businesses who possess little or no collateral and those borrowers are then unable to repay the monies; the FDIC would step in and ensure those bank customers their monies would be repaid on their demand.

In comparison, 19th century banks in Dorchester were private banks with absolutely no connection to any government entity. A small room or a part of a larger room used for other purposes would hold a large safe and this would suffice as a bank open to the public. The idea of the large safe (6 feet high) and weighing hundreds of pounds was to discourage anyone from thinking they might have a chance to physically remove the safe to a place of secrecy where time would permit them to evacuate the interior holdings. The idea was sound and worked extremely well. Regardless of the century; banks generally performed two functions. One they would pay a small amount of interest to those who wanted to invest their money in the bank and two; they would make loans to those wanting to purchase building materials, land or invest in some other business venture. There were not a lot of people who placed their meager savings in the bank's six foot safe as there was a position of fear that they would wake up one morning and the bank or the safe would be gone. Instead excess individual savings were usually used to make loans to relatives and close personal friends for the purpose of buying land and buildings. In this case, the loaner would always issue a mortgage document with his or her name recorded in the proper place; thus ensuring the property would revert back to the loaner if timely monthly payments could not be made. The bank operated in the same way, always receiving adequate collateral for the monies loaned to the public. The only real difference between individuals making loans and the bank making them would be in the size of the loan. Individuals would usually only make loans in amounts of hundreds of dollars while banks would make loans in the thousands of dollars. One thing I am not exactly sure of; is where the banks obtained the monies they used for loans. However, I have been able to piece together bits of information which leads me to this point of view. A individual such as Ed Winchester who had a highly successful insurance business used profits from that business to start his own private bank. In addition, he had two or three other successful business men who were close friends and he would borrow money from them

on a as needed basis. They would in fact become silent partners of the bank and would expect a larger return on their investment than other investors could expect to receive. Today, we call that higher return a dividend. Once a number of loans were made and monthly payments rolled in on a regular basis, more loans could be made.

The writer has decided to record the different banks that existed in Dorchester chronologically. Since only one bank existed at a time; this method should provide an easy way of following the process from the first bank opening to the last.

Bank Number One - The E.H. Winchester Bank Of Dorchester - February of 1887 to January of 1893: The first known banking environment in Dorchester was initiated by a studious and van-guard type fellow named Edward Winchester. Ed was one of those high energy, multi-tasking, can do, enterprising young men who every mother wished she could say; das ist mein sohn. In 1876, Ed came to Dorchester and went to work for O.D. Van Dusen's General Mercantile Store located where Fuzzy's Tavern stands today. He was a mathematical genius and performed the bookkeeping tasks for Mr. Van Dusen's Store, saw mill and lumber yard. On occasion when necessary, he would also fill in as a clerk at the general mercantile. In April of 1881 due to health problems; he quit his bookkeeping job and Mr. Van Dusen put him in charge of finding buyers for his lumber in the plains states. Many trips were made to Kansas, Nebraska and other Midwest states where lumber was in great demand for building barns, housing and for all general purposes. It seems that Ed was always able not only to find buyers for the lumber but also able to get a good price for the product. Although, I was unable to isolate Ed's medical history; it appeared from some writings that he may of had a heart problem and the fresh air of the outside was more suited to his breathing than sitting in a stuffy building recording numbers on a sheet of paper.

Ed wanted to be his own boss and in 1883; he talked Mr. Van Dusen into working for him on a percentage basis where the more lumber he sold, the more money he would make. This was a favorable position for both as the mill had no trouble getting logs to saw so the more lumber that was sold, the more logs would be required to be sawed and the more logs that were sawed, the more money Mr. Van Dusen made. Additionally, Ed obtained a franchise with multiple insurance agencies and vigorously pursued the selling of property insurance to every business owner from Stevens Point to Ashland; riding the train up and down the line until he became the best known insurance man in the central and northern part of the state.

In Jan. of 1884; the editor of the Medford paper made a trip to Dorchester and he reported: while at Dorchester, I called on E. Winchester for the purpose of examining his new office which he erected last summer. The office accommodates space for both the red headed boss and his assistant who also has sleeping quarters in the back room. Mr. Winchester is in the insurance business selling property and fire insurance for dozens of insurance companies and he also sells lumber for the Van Dusen saw mill.

The newspaper article of April 14, 1887; states that Ed Winchester will open his bank in a couple of weeks. An Colby article of February 9, 1888 states; Ed Winchester the bright and beautiful blonde of Dorchester was down Friday. Ed has opened a bank in Dorchester and calls it "E.H. Winchester Bank of Dorchester". Ed has lived and been in business in Dorchester so long that he is well known all along the line. All who know him have the utmost confidence in his business capabilities and integrity. There is no doubt but that he will do a good business in his new venture.

His place of business was located on the North One Half of Lot 4 Block 3 (the south boundary line of which is 35 feet north of the old legion hall and where Jeff Staab's new workshop now stands). Ed's wife Ella purchased the lot from John and Bradbury Miltimore on September 20, 1883 and who then sold it ten years later to William Hansmann on October 9, 1893. Ed ran three businesses out of this office; first his insurance business which was number one in all of the communities on the line. Second his wholesale lumber business which was made possible due to the fact that as he traveled up and down the line to sell insurance; separate trips and expense were not necessary to promote his lumber sales. Third his banking business which was the first bank of its kind in Dorchester. Ed was always viewed as a honest man and very energetic; it seemed he was always in two places at the same time.

Ed's banking activities in Dorchester continued for almost 6 years until January 1893; when because his banking business was so successful that he saw additional opportunities to the north as reported in the Medford newspaper edition of December 17, 1892. That article points out that E.H. Winchester has made another new departure in business. He has purchased stock in the Phillips Bank in the amount of \$8000 and will enter the bank as cashier early in January. It is his intention to close his Dorchester Bank and move to Phillips permanently.

Nath Lane, his Dorchester assistant will also move to Phillips and accept a position as assistant cashier in the Phillips Bank. Mr. Winchester will continue his insurance business in Dorchester as heretofore, merely moving his office. It goes on to state that the city of Phillips draws a prize this time for sure. Within a year, Ed would become the President of the Phillips Bank and Medford Bank; both at the same time.

A second article a week later states that after January 1st next (1893); a new firm will be born into the business world for the purpose of transacting a general insurance business; with headquarters at the State Bank of Medford. The firm name and style will be E.H. Winchester & Company and C.L. Alverson will be the local operator. E.H. Winchester, the old head will make frequent visits as general director. So as of Jan. 1, 1893, Mr. Ed Winchester moved both his bank and insurance offices out of Dorchester.

On September 16, 1893; a article states that E.H. Winchester has been pretending to do two men's work this week. He is cashier (president) of the Phillips Bank and he

would hang around at that bank during the afternoon and look handsome while his assistant Nate Lane did the work. Then he would come down to Medford and loaf around the State Bank (of which he is president) until noon the next day while Hum. Andresen did the work. He pretends that the absence of cashier Alverson of the Medford Bank is wearing him out. It seems that Mr. Winchester knew most everybody up and down the line as editors were always chiding him in an humorous way. According to other articles; he most definitely had a good sense of humor and I suspect was the number one reason for his success in business.

Unexpectedly on October 19, 1896; Ed Winchester died. He had been a very successful businessman in Dorchester, Phillips and Medford. His obituary stated that in 1890 he organized the State Bank of Medford of which he was president at the time of his death. About three years ago, he closed his private bank at Dorchester and again he organized a State Bank at Phillips, of which he was also the president. He was the republican candidate for state senator; the election of which was held ten days after his death. After examining thousands of pages of old newspapers; one can state without a doubt that there were more articles written about Ed Winchester than any other person who lived between Stevens Point and Ashland.

Bank Number Two - The Schafer & Spengler Bank Of Dorchester - June of 1895 to January of 1899: Dorchester had been without a bank for two years and so a second banking enterprise was begun by partners Herman Spengler and his son-in-law John Schafer. The Schafer & Spengler Bank was initially very successful and flourished until their assignment on January 3, 1899. Herman Spengler died on August 24, 1906.

After the fire of 1895 which destroyed the Schafer Hotel, Store and Saloon; Peter Schafer sold Lot 5, Lot 6 and the North 2 feet of Lot 7 to Schafer and Spengler Inc. John Schafer was the Schafer in Schafer & Spengler and the son of Peter Schafer. In June of 1895, a month after the fire; Peter Schafer erected a new store and saloon building on Lot 6 Block 4 (the store eventually became the Dorchester Co-op Store). The store was located at the south end of the building and a small area of the store was reserved for the bank while the saloon was at the north end.

In February of 1896, Schafer & Spengler erected a new bank building on the north part of Lot 5 Block 4 which would later become Dr. Cranes Office and which was located just south of the old hardware store. The Colby Photograph of February 1896 states; Holmann and Griffin - Medford Contractors; have completed Shafer and Spengler's new bank building and within a few weeks; the firm will be doing business at that location. The new safe arrived Monday.

Another article of February 1899 reads; Fred A. Distelhorst, the Dorchester Merchant, was in the city Monday on business connected with the Dorchester Bank failure. He informed us that Messrs. Schafer & Spengler are being forced to close their bank as

creditors are calling in their notes. It appears as though too many loans of poor quality were instrumental in the foreclosure. An investigation is presently underway to determine the amount of monies owed. The Clark County Court will direct and supervise all activities until the assignment and liquidation has been completed.

Bank Number Three - The Dorchester Bank - May of 1903 to June of 1911: Four years after the closing of the Schafer & Spengler Bank; the third venture into the banking business took place when a small group of leading citizens lead the way. Newspaper articles written in The Dorchester Reporter of April 3, and April 24, 1903 stated that a meeting was held on March 27, 1903 and that the meeting was held for the purpose of establishing an official state bank in Dorchester. The meeting was held in the G.N. Schultz Building and attended by the following; G.N. Schultz - C.M. Merrill of Eau Claire - E. Ashenbrenner of Medford - L. Sperbeck - Frank Chase and Burt Wells of Wells & Chase and Dr. Nedry. The article mentioned that these men would be the principle stockholders of the new bank. It was expected that the bank would open its doors on May 1, 1903 with E.J. Ashenbrenner to be the cashier and the initial capital would be \$25,000. It appears as though the effort to establish an official state bank fell short as no records verifying that can be found. However, it does appear that a private bank was established as that required a lot less effort and a lot less money to put into place.

Bert Wells and Frank Chase were two successful businessmen who operated the business known as "The Wells and Chase Furniture and General Store". This store eventually became the Dorchester Co-op Grocery and Dry Goods Store. It is believed that these two individuals quickly assumed control of Bank Number Three and after some months; purchased the stock of the other investors. These same individuals were the glue that held the banking operation together as it was for the other businesses they operated. The building which had previously housed the Schafer & Spengler Bank had been leased out and so they set aside a small area at the south end of their Furniture and General Store; thus the daily operations of banking were once again underway.

I have come across many recordings of Mortgages where the lender was Wells and Chase or Bert Wells or Frank Chase as individuals and not as representatives of the Dorchester State Bank or other formal lending institution. So it is pretty obvious that this bank never became an official sanctioned bank but was a private one; just like the previous two banks had been. At least no official document has been viewed which would lead one to think otherwise. Both Wells and Chase would later serve as president of the Dorchester State Bank (the fourth bank) during the late teens and early twenties, and until 1924 when Frank Hiebsch took over as president.

I believe that the banking operation which occurred in 1903 eventually merged with the State Chartered Bank (Dorchester State Bank) which was established in 1906 but it is not known exactly how this took place. An easy solution would of been to sell stock

in bank number three to those who would later become stockholders in bank number four. After additional review, it now appears that the Wells & Chase Bank continued to operate until 1911 when they sold their other businesses to the Dorchester Co-op. Up to this time and even for a short time after the sale to the co-op, monies were loaned by Wells and Chase as indicated by deeds at the courthouse. Until I can determine to the contrary, it will be stated that the two banks merged in 1911.

Bank Number Four - The Dorchester State Bank - June of 1906 to 2006: The fourth and final banking enterprise began on June 14, 1906 when a group of citizens met at the G.N. Schultz Hall for the purpose of organizing a official state certified bank which would become known as the Dorchester State Bank. This fourth bank would be the first official state approved bank in Dorchester and new banking regulations could of been the reason that the third bank decided to cease their operation.

The leading citizens of the community who will willing to invest their money and their good names were: Dr. H.M Nedry - W.D. Chamness - G.N. Schultz - Fred Gutwasser - John Hollenback - Andrew Sorenson - Hiram Kayhart - John W. Sturner - Knute Iverson - Julius LeClaire - Andrew Lieders - Martin Musala - Ed. C. Brecke - Fred Lindner - Herman Marquardt - Fred Laack - Frank Nagel - and William F. Brieman of Theresa, Wisconsin. The articles of incorporation were approved on June 29, 1906. Dr. H. M. Nedry was elected as the first President and William F. Brieman was the first Cashier. In the article of "The Dorchester Herald" of June 29, 1906; it stated that it was due mainly to William Brieman's efforts that a charter bank was obtained for Dorchester. It further stated that Mr. Brieman was a German man and that he would get along well with the German speaking population of the area.

The first order of business was to find a location for the bank to be housed until more permanent plans could be made. An agreement was reached with Fred Distelhorst and from 1906 to 1909; it was located in the Fred Disteldorf Building which was at the corner of Front Street and First Avenue West (on the lot just north of where Fuzzy's Tavern now stands). As they now say; location, location, location and this was indeed a good location. The bank officially opened on Wednesday August 29, 1906. On Oct. 14, 1908, the bank board voted to build a new bank building and this event took place in early 1909. A new addition was added in 1926 as well as some remodeling along with a new heating plant which was installed by John Buehrens and his son Herbert. Another remodeling project was completed in January 1961 and included another addition plus removal of the bullet proof glass and turntables. The old bullet proof glass and turntables were installed in an era when the intent of this design was to avoid and eliminate bank robberies. Additionally, this new look provided a complete openness to the structure; taking away totally the closed in claustrophobic feeling. No interior walls were present and the whole idea was to permit the bank employees to mingle with and have a friendly chat with the bank patrons. It was located at 179 Front Street and today the building still stands and functions as the office and shop for

Ludwig Builders with Lance Ludwig serving as Chief Operating Officer. The 1909 bank served the community very well until 1987 when the present bank was constructed at its present site. In March of 2003, the bank was sold to a group of progressive individuals from Wausau. However, the bank continues to serve the community and it is hoped this will be the normal for many years to come for it is not possible for a community to show growth without a lending institution in its midst. The only real change to the bank was announced in 2004 that the new owners changed the name to; "The Advantage Bank Of Dorchester". At the conclusion of putting the final touches on these writings; Bank Number Four has now been in existence for 100 years. Truly a remarkable accomplishment.

CHAPTER 5

History Of Barbershops

While barbershops in the late 19th century were a not an absolute essential part of the business world; they did serve a useful purpose. It was not only a place where a gentleman could get groomed and spruced up a bit but it was the place where men of the day would communicate with their peers and to find out about the doings of the day. Many of the men of the day wore beards. Now why did they do that? Did they think they looked prettier than if they were clean shaven?? I think not! Was it because the women folk said don't shave; your beard is like a thousand little fingers! I think not! It was because it was a lot easier to not shave. Since there was no hot water without going through a major process to get it; it just made a lot of sense to not shave. It saved time and time was crucial since there was always more work to do. Additionally, barbershops cost money and the average man of the day didn't spend money on anything unless it was absolutely essential to do so. After all, a scissors could easier keep the beard short so it would not interfere in the day's work and that would take all of 30 seconds or so. The same would be true of the growth on top of the head as the length could be controlled with a snip here and a snip there.

The barber existed mainly for those who needed some attention on a weekly basis. A trim of the beard and head and a splash of some nice smelly stuff; good for another week or two. Merchants and sales people just like today wanted to make an impression with their appearance and so a percentage of their income would be designated for this purpose. However, there were not enough of those kind of people to ensure an adequate income for the barber so he would always find other business ventures in which to partake. Barbers would take in men's shirt collars (detachable) which would be laundered at the shop or in later years would be sent out of town to be cleaned, bleached and starched. This was a service provided by the barber and in later years the barbershop was always the place where one would take dry cleaning. Take it in by Tuesday noon and pick it up Friday after 2:00 P.M. Most barbers also had other jobs to fill in the slow times and we will talk about those when we get to the individual barbers who spent their time in Dorchester. The sequence that the barber shops will be listed in will be by date by location.

First Location - Schafer's Barbershop - 1886 to 1893: The upper story of the Schafer Building is now occupied by a barber shop and jewelry store. This statement came out of the July 22, 1886 edition of the Colby Photograph. The building is the Schafer General Mercantile and Saloon (located on the lot where the Dorchester Co-op Building stood). The old Schafer building had been destroyed in the March 1886 fire and the new structure was designed to accommodate a barbershop. It is not known who the barber was but as I have found out in the past; sooner or later information will be discovered that will solve the puzzle.

Second Location - Nagel's Tonsorial Barber - 1893 to 1914: Frank Nagle came to Dorchester in 1893 and opened up the first real barber shop. It was known as Frank Nagel's Tonsorial Parlor and was located on the lot south of the Dorchester Co-op Building. Webster's dictionary defines tonsorial as shaving of the head area. Frank leased the building for two years until it burned down in the 1895 fire. He then purchased the property in 1895 for \$145. Frank left the barber business in 1914; concentrating instead on the other businesses he was involved with. He was elected "Justice of the Peace" for many years, served as a Notary Public and functioned as a Defense Attorney for whoever needed legal advice or court room representation. He sold the property to Frank Kellner and the next year Fred Gutwasser purchased the property on a sheriff's deed. Fred sold the property to Max Vircks on August 10, 1916 for \$1300.

Johnson's Barber Shop - 1915 to 1916: John H. Johnson, for several years employed in one of the best barber shops in Chippewa Falls; has started a barber shop in this village and is located in the building south of Schultz's Store (where the old post office building stands). After a few months; Johnson moved his barber shop to the building south of the Dorchester Co-op Building. A year later, he sold out to Max Vircks who then operated the barber shop for 40 years before selling it to his son Clarence.

Virck's Barber Shop - Max Vircks - 1916 to 1956: Max Vircks was a true barber, knowing exactly how to please his patrons. It was said that Max would give a perfect haircut every time. This barbershop was truly the place to be to discuss a particular problem of the time and especially politics. It is claimed that Max had a direct line to the white house as he was always well versed on the issues. Locally he served the community in many ways for many years. My maternal grandmother who had lost her first husband early in life had now found a man who wanted to marry her but he lived across the tracks on the south end of town and which had no electricity. My grandmother went in the early months of 1920 to see Max Vircks who was on the village board at the time and I believe chairman of the Utilities Committee. Later on, he would also serve a term as Village President. He told Josephine no problem, that electricity would be strung to her home across the tracks and it was; three months later. With electricity in place my grandmother said yes. A few years later, she was asked by a so called friend why she married such an old man (her second husband was 24 years older); she responded that she would rather be an old man's sweetheart than a young man's slave. Max was very involved in the doings of the community and was always on the side to say let us improve the lot of the citizens in the community. When it came to whether a road should be graded or a culvert put in; he was always there to do what he could to see that it got done. This man was a positive individual, with him the glass was always half full. After retiring from cutting hair; he became President of the Wisconsin State Bee Growers Association. Max had raised bees and made honey for many years; it became a passion and he was mighty good at it. In 1990, the Village Board decided to name a new road in the Industrial Park after him

and today we have Virck's Drive, a one quarter mile north south road which leads gradually upward as you head south and takes you directly to the Parrett Windows Plant and beyond.

In September of 1925, Max Vircks took on Gayhart Hadmann first as an apprentice and then he stayed on for a couple of years to assist him in the shop before going back to his beginnings. He was from St. Paul and this gave Gayhart a chance to see how the other half lived. Gayhart stayed for a couple of years leaving in late 1927. Max was a full fledged licesed barber and thus he felt part of his responsibility was to help those who had just completed their barber training and needed some place to perform their apprenticeship. This gave the new trainees a chance to earn an apprenticeship's salary and a very good opportunity to practice and perfect their trade.

In March of 1928; Iggy sauter started working for Max Vircks as an apprentice and then as a full fledged licensed barber. Iggy was the son of August Sauter and had recently completed his barber training. Max was working alone and business had picked up over the years and he needed help so this seemed like a good match for both parties.

Virck's Barber Shop - Clarence Vircks - 1930 to 1969: Clarence Vircks (son of Max Vircks) graduated from high school in 1928. After a year or so, Clarence attended barber school and came back home in 1930 to work side by side with his dad. This relationship was on-going and as the years went by, Max worked less and less in the barbershop and spent more time working on projects for the community and in 1950; he became President of the Wisconsin Bee Association. With Max working less, it meant Clarence would work more and he did; happy to do so.

In July of 1943, Clarence started digging a basement under the barber shop. A new furnace and shower would be installed once the basement had been completed. In 1969, after almost forty years in the barber shop; Clarence sold the business to Tony Chojnacki, a young man who had gone through the local school system.

Tony's Barber Shop - 1969 to 1970: Tony purchased the business on October 2, 1969 for \$4500. One year later; Tony decided Dorchester was too small to make a living and he departed for greener pastures on September 26, 1970; Quit Claiming his interest in the property back to Clarence. Now I think Tony would of done well in Dorchester as I remember going there to get my hair cut and Tony said today I will give you a special cut. With only a razor blade, he gave me a haircut and I must say it was the best cut I ever had. He called it a blade cut which makes sense but later I found out it is the type of cut you get in a high class shop. Guess I should of given him a bigger tip.

Baumer's Barber Shop - 1971 to 1980: Clarence Vircks sold the North One Half of Lot 7 (except the North 2 feet) to Russell Bauman in the summer of 1971. Russell operated

the shop for nine years but finally he said goodbye. It was the times, young people were growing their hair long and small businesses in small towns just could not make it. A day of sadness each time I see a business close for the last time. The same location saw Frank Nagel start his tonsorial parlor in 1893 with John Johnson taking over in 1915 and then both Max and Clarence Vircks operating the business until 1969. Tony Chojnacki took over for a year and then Russell Baumer retired the old barber shop in 1980. That one location contained a barber shop then for 87 years.

With Russell Baumer selling out the old Vircks Barber Shop in 1980 and retiring from the trade; another business category in Dorchester ceased to exist. Many more would follow as the years went by.

Charles and Dorothy Bolme purchased the property on October 1, 1980 and Chuck still owns the lot today but the old building was destroyed in 1999 when a local contractor tried to move the building to the rear of the lot by moving it on logs. Alas, the building collapsed due to the wood no longer retaining strength bearing molecules. The lot is still used today by Chuck's Rustic Inn for horseshoe pits and for extra land around the saloon which lies just to the south.

Third Location - Seidel's Barber Shop - 1903 to 1903: Roland Seidel rented the Fessler Shoe Shop and opened a barber shop. The Fessler Shoe Store was the building East of Dr. Foley's Office Building and which burned down in the 1923 fire. Roland had come down from Medford and was looking to get out on his own. He opened the shop on January 23, 1903 and departed the community six months later in July 1903. Guess the locals felt more comfortable in going to someone they knew.

Fourth Location - Carroll's Barber Shop - 1928 to 1930: Helen Carroll ran a barber shop first in the Kayhart Building (at one time known as the Kayhart Hall and located on the lot where the residence of Frank and Mary Feldbrugge now stands) and after the building changed hands in 1930; she made arrangements with the Frolands who lived next door, to move the barber shop and beauty salon there.

1930 - 1934 In August of 1930; Helen Carroll opened a beauty salon and barber shop in the northeast corner of the Froland Building on West 1st Avenue (home of Pat Bock).

Fifth Location - Sauter's Sanitary Barber Shop - 1933 to 1934: Iggy Sauter ran the "Sanitary Barber Shop" in the northeast corner of the Block Hotel for one year before heading to Plymouth where he owned and operated a barbershop for a couple of years. He then spent the next 40 years as a barber in Random Lake, Wisconsin. Taken from a October 18, 1933 newspaper article. This was during the time that Mary Peters and Roman Wuest were managing the Block Hotel.

Chapter 6

History of Black Smithing

Black Smithing was and is a true art but very few possessed the fortitude, the stamina, the manipulated skill and strength that was needed within the hands to master this very important trade. Only a few were able to put all the things together necessary to achieve the respect of man and beast alike. Longfellow once wrote; Under the spreading chestnut tree, the village smithy stands - a staunch pillar of the community, respected and admired by all. Black Smithing relates to working with iron and steel while White Smithing refers to working with white metals such as tin, aluminum and now stainless steel. In these discussions and writings, I suspect that when we are referring to those that we define as blacksmiths; we are also talking about people who could also be called whitesmiths. These early engineers of metal were truly unique insofar as there was virtually nothing they could not duplicate or replicate or manufacture out of metals. Tell a blacksmith what you need, the size that you need it; give him a week or so and he would figure out the engineering and technique necessary to produce it.

The ancient and venerable craft of black smithing lifted man out of the stone age. It was during the middle ages that the form and artistic workmanship of iron smithing was brought to perfection. Even the common domestic items such as the pot hook could compare with the elaborate hinge on a church door. Yes, even a nail head was a thing of beauty.

Smithing in the middle ages produced chain-mail for the soldiers of the Crusades. The term mail means hammered. All the weapons of war were produced by the blacksmith. Some of the manufactured items made by local blacksmiths were axes, hooks attached to lumbermen's poles and used to roll logs, hinges for doors and shutters, nails, hand tools like hammers, shoes for horses and so many other items which made life a little easier. These were made entirely with the hammer and anvil. In those days, broken items would not be discarded but instead brought to the blacksmith for repair and it was not unusual for items to be transferred from one generation to another. Farm equipment in the 19th century broke often due to the quality of the equipment. Equipment like hay cutters, rakes and loaders could not afford to be out of action during harvest time and many a blacksmith worked throughout the night to have the machinery repaired before the wetness of the dew was completely dry. In the early days of Dorchester, horses were the most valued by people for their strength enabled the land to be plowed, seeds to be sowed and crops to be harvested. All transportation was provided by the horse pulling a wagon or buggy. No one could get anywhere quickly without the horse providing the means to get from one place to the other. The blacksmith's number one priority for people was to ensure that their horses were properly taken care of; that their shoes were tightly

attached so the animal could walk or run without pain. Blacksmiths would make house calls on a moment's notice to make or place a proper fitted shoe on the hoof of their four legged friends. The advent of electricity and the invention of the welder made the blacksmith's job a lot easier as now broken or cracked equipment parts could be welded instead of firing and pounding back together by sheer strength alone.

History was changed by the blacksmith as they forged a chain across the Hudson River to block the British Fleet. George Washington retired his troops to Valley Forge so the blacksmith could repair their arms and equipment. Many great men of history practiced the blacksmith trade. All of our tools, machines, engines and horseless carriages originated in the blacksmith shop.

One could go on about how valuable the blacksmith was to the general population but here we will stop and list those individuals who performed those tasks locally.

Charles Allard - 1877 to 1885: Charles Allard opened the first blacksmith shop in Dorchester during the early months of 1877 but it is not known where his blacksmith shop was located. By 1900, there were three blacksmith shops in town and all were kept busy six days a week.

Peter Oberbillig - 1892 to 1904: Peter and Clara Oberbillig purchased Lot 13 Block 1 (where the John Len residence stands today - across the street from the Louie Boxrucher residence) on June 22, 1892 for \$100. In the fall of 1892, the Oberbilligs erected two buildings. A small one and a half story structure (partially constructed of logs) which served as living quarters for the family. The home still stands today and has been updated a number of times. A second structure was erected to the east of the home and functioned as a blacksmith shop and storage shed. Unfortunately, no information about the Oberbilligs has been found. The writer will continue to scour the old newspaper files for any bit of data that might prove newsworthy. The Oberbilligs sold the property to Conrad Frank in 1904 and blacksmithing came to an end at this location.

Gustaf Genrich - 1895 to 1929: Gustaf and Tillie Genrich purchased Outlot 18 of Assessor's Plat "A" (located on the corner lot west of where the new bank building stands) on September 27, 1895 for \$100. Toward the end of 1895 and into the first part of 1896, Gus built a livery stable and blacksmith shop. In addition he also secured a franchise from International Harvester Company to sell their farm equipment in the area. Gust Genrich was well known in the area for his inventive spirit; for his strict adherence and determination that it could be done. A patent for a front end sleigh turning apparatus was applied for from the United States Government and received during the first decade of the 20th century. Sleighs had a notorious reputation for freezing to the ground when left unattended for a period of time. Gust invented what was called a cross chain apparatus so when the driver of the sleight

would get the horses to move first right then left and continue that process until the front runners would break free from the ground; the rear runners would break free at the same time. A number of them were ordered, produced and shipped via railroad to the paying customer. The official name of the business was "Genrich's Implement and Blacksmith Shop". In September of 1907, Gust built a new barn to store his equipment and inventory. Some of the services they provided were the standard blacksmith services like shoeing horses and doing farm equipment repairs. All of the bellows at this time were hand operated and since Gust and Tillie had seven boys, guess what they got to do. The real difference between Gust's shop and the competition was that the Genrich's were manufacturers of horse driven sleighs and wagons; building the entire product from beginning to end. An ad he ran in a 1912 Dorchester Herald edition read; My line consists of Buggies - Surreys - Road Wagons - Driving Spring and Milk Wagons.

Thirty four years after starting the business; Gustaf and Tillie Genrich deeded Out Lot 18 to Otto Genrich and Henry Genrich on April 15, 1929. The Grantees assume the \$8700 Mortgage to the International Harvester Company and the Grantor reserves a life estate in the blacksmith and wagon shop on the property. A few years later Gust passed on and first Otto and Henry until 1950 and then only Henry continued to operate the business until 1954 when he closed the doors for the last time.

Berry Blacksmith Shop - 1901 to 1920: Unfortunately, the only information available about the Berry Blacksmith Shop is its location which was across the street from the Tim Baker residence. The building faced south onto 2nd Avenue West.

Olsen Brothers General Blacksmith - 1905 to 1909: The Olsen Bros. started advertising their blacksmith shop in 1905 but the exact location is not known at this time. However, it is possible that it existed along the railroad right-of-way and I will continue to research where the exact location might of been. My big problem as mentioned earlier is that the railroad leased records cannot be located . The Olsen ad of the day states that they build wagons and sleighs. Business was discontinued on May 28, 1909.

Bauernfeind's Blacksmith Shop - 1909 to 1945: Joseph and Helen Bauernfeind purchased Lot 8 Block 3 (located where Jeff and Renee Staab's new home now stands) on May 25, 1909. He constructed a blacksmith shop in the summer of 1909 and he continued blacksmithing at that location until 1945 when the property was sold to John Buehrens. Joe retired at this time and spent his remaining days in the residence he purchased (where Dr. Gibson's Dental Office now stands) after his home was destroyed in the fire of 1923.

The blacksmith shop escaped the big fire of May 1, 1923 but just barely as the fire destroyed his house which was located a few feet away and fourteen other buildings

on that fateful night. Only two structures escaped the fire and Joe's blacksmith shop was one of them. However, another fire destroyed the building in the fall of 2002; long after the building had only been used as a storage shed for many years.

Bob Stoiber tells the story about how in the early 1940s; Joe Bauernfeild came out to the Stoiber farm and put some new shoes on the horses. Upon completing this task, Joe got back into his 1930 Buick Coupe and proceeded to exit the driveway when he heard a snapping noise. After reviewing the underside of the vehicle, he discovered much to his horror that the rear axle had broken into two pieces. Bob delivered the vehicle and Joe back into town using the horses that just received a new pair of shoes. After removing the axle from the car and taking some measurements; Joe put the two pieces together plus added a third piece to ensure adequate length could be achieved and still maintain the needed strength to support the vehicle on uneven roads. Once the three pieces of metal had obtained the needed temperature and produced the right red glare required so it could be molded; Joe with his muscular arms continued to hammer again and again until the swisting effect was achieved. The three pieces had become one. The axle was reattached to the vehicle and it has been said that the vehicle worked better than ever and no such problem ever occurred to the Buick Coupe ever again. Now just imagine anyone in this day and age trying to duplicate that feat using only fire and a hammer.

Erlei's Blacksmith Shop - 1920 to 1927- First Location: Henry Erlei a long time machinist leased the Joe Schober barn (located on lot 3 block 2 - where the Brian and Danielle Schauer Family now reside) beginning in 1920. The barn had been a livery and dray in earlier years. Since the turn of the century, Henry had been involved with machines and even helped to manufacture a snake (an automobile with skies and treads to operate off road during the winter months). From 1900 to 1920, Henry would ride the train going up and down the line from Ashland to Stevens Point; offering his services to those who needed machine work done. He specialized in making barrel hoops and I guess the overall barrel as well. In January of 1927, Henry Erlei moved out of the Joe Schober Barn and moved into the Berry Blacksmith Shop which was located on the lot where St. Peter's Parsonage is now located. It was located near the alley way and faced to the south. Taken from a January 1927 newspaper article.

Erlei's Blacksmith Shop - 1927 to 1947 Second Location: Henry leased the Berry Blacksmith Shop until 1947 when he purchased the house and barn where he had his first blacksmith shop.

Erlei's Blacksmith Shop - 1947 - 1955 Third Location: Henry and Alta Erlei purchased Lot 3 Block 2 (Schauer Residence) on July 28, 1947 for \$1200. Henry was now back where he first leased the Schober barn 27 years earlier. This time he and his Alta would move their household belongings into the house and the distance now between home and work was just out the back door. The old barn, livery and dray was erected

in the summer of 1878 but it still stood straight and tall and would serve Henry's black smithing functions very well indeed.

At this time Henry had already been a tradesman in his field for 50 years. There are those who will still tell you he was highly skilled in the arts of black smithing and machine work. Henry worked in this shop until 1955 when he passed away. This writer living next door would often go over and watch in utter amazement at seeing sparks fly and watch the red hot coals glow in the semi darkness created by the large 200 year old box elder that I measured one time at being 10 feet in circumference. No other business activity ever took place at this site.

Charles "Charlie" Zaborowski - 1946 to 1955: Charlie Zaborowski came to this country from Poland with a skill already in hand; that being committed to performing services for those in need of equipment to be repaired which many times required the making of a new part. Arriving in Dorchester after world war II and purchasing Lot 3 Block 3 (where Jeff Staab's Shop now stands) on May 18, 1946; he erected a concrete block building and installed the necessary equipment to operate an official blacksmith and machine shop.

This writer and the other kids in the neighborhood used to call him Charlie; he was from the old school and had functioned as a blacksmith for many years. We used to watch him get steel red hot using hand bellows to generate the oxygen that was needed to produce the necessary heat. He would then twist and turn that hot steel into any shape he so desired. Charlie was the last of the old time blacksmiths in Dorchester. The trade that was so vital to the daily existence of so many had changed drastically. Now new parts would be ordered to replace the old broken one. Axes, hammers and other tools were now mass produced in the city and shipped to all points of the 48 states. In earlier years, there were multiple blacksmith shops, which were needed at the time to take care of the many horse's feet and to repair poorly made farm implements. Now the work load had dwindled to a point where one good highly trained blacksmith took care of the needs of a few thousand people. Charlie was that blacksmith and he continued in the business until old age slowed him a bit and in 1965, he sold the business.

Strom's Blacksmith Shop - 1965 to 1967: Adrian Strom purchased the business from Charlie on January 8, 1965. No other information about Adrian is available.

Bischoff's Blacksmith Shop - 1967 to 1976: Leonard and Marie Bischoff purchased the business from Adrian Strom on November 16, 1967. Leonard had just retired from farming and he moved into town with his lovely wife of 40 years building her a new house in which to reside for their remaining years. Although he had retired, he was still young enough to begin a second career. Leonard highly trained as a machinist during 40 years of making repairs on first his dad's farm and then his own; both of

which were located in the eastern part of the Town of Holton. During the years, he operated the shop; Leonard proved time and again that he could make, repair or modify almost any metal piece or machine part.

Bob Braun's Machine Shop - 1976 to 1996: Robert Braun purchased the property from Leonard Bischoff on October 11, 1996. He operated the business for 20 years at first on a full time basis and then later on a part time basis as Bob traveled to Spencer and other places hiring out his expertise in the welding and machine trade.

Dorchester Specialities - 1996 to 2006: Jeff and Renee Staab purchased the property on October 11, 1996. Jeff is a high tech manufacturer of machine made parts. His company is called "Dorchester Specialities" and he specializes in making things out of stainless steel but certainly is not limited to that metal. Jeff is a young machinist using all the latest in technology and it is said that there is not a piece of equipment made that Jeff doesn't know how to operate, while others say there isn't a tool made that Jeff doesn't have in his shop. Without a doubt, his forte is that of a high tech guru. Guru as defined by Webster as "a teacher of magical or special powers". In 2002, Jeff decided to spruce the place up a bit and decorated the old cement block building with a tan steel siding and placed a beautiful golf course green steel roof to provide heavenly protection from the ensuing spring rains and winter's snow and ice. Since then Jeff has erected a large metal frame and sided structure which was then attached to the original structure and together the two buildings provide a most modern and efficient work space.

Chapter 7

History of the Dorchester Canning Factory

Early pre-1900 newspaper writings indicated that Dorchester was to receive a canning factory. These writings occurred more than once but obviously nothing ever came out of those early business discussions. It was not until the early months of 1924 when a productive meeting was held in Dorchester to discuss the possibility of a canning factory being built in the community. This discussion took on added importance as time went on due to the depression taking hold in the Dorchester area and surrounding counties. Jobs were badly needed and a canning factory would provide many opportunities to those in the area. Even though the jobs would be seasonal, a plant like this would have far reaching effects as farmers would be contracted to grow peas, beans, cabbage and beets. Vineries would be setup in different areas at certain distances from the plant and each one would require people to operate it. People would be hired to transport the product from the vineries to the plant. After detailed discussions took place over a period of time; the only remaining issue was the selling of \$25,000 worth of stock to those who lived in the area. This is the way business ventures worked during those days. Local investors were mandatory and if one would examine this process; it does make sense. The locals knew the people, the area and better than anyone; knew whether the enterprising activity could establish itself as a profit making venture. Also, local investors had an added incentive as their involvement would help the people of the area, many of whom were family members and friends. Their actions could vastly improve the lot of others who would become employees of the plant. Of course if a profit was achieved, interest would be paid out to those holding the shares of stock; interest which would be at a higher rate than one could normally expect to receive from a banking institution. The amount would depend on how profitable the year's processing would be.

Not long after the final shares were sold, building plans were in the design stage; then actual planning and accumulation of materials were assembled. The location of the canning factory and how the property was acquired will be discussed in detail in Chapter 34. The building process began in August of 1924. Henry Mertens was the main individual behind getting the company to build here and to get the shares sold. Without Henry Mertens, there would not of been a canning factory within the confines of Dorchester. It was Henry who purchased most of the stock and as a result; he was elected president of the canning company. The Dorchester Pea Canning Factory was completed in June of 1925 when the 60 foot smokestack was put in place. The warehouse was a brick one story building 48 X 100 feet and the canning factory was a two story building measuring 48 X 84 feet. During the final stages of construction; Walter Mehner fell from a scaffold 30 feet to the ground (during the painting process) breaking both his arms. The scaffold was attached to the roof boards which were not nailed down.

The first season the canning factory was in operation was the fall of 1925. That year, the Dorchester Canning Company canned 34,300 cases of peas (80 cases per acre) but the sugar beet crop was only 25 per cent of expectations. Twelve hundred cases of peas were shipped to the Great Atlantic and Pacific Tea Company at Port Morris, New York. Taken from the October 23, 1925 newspaper article. Even though the first season was less than what was expected due to poor weather conditions; the company awarded a eight per cent bonus to the growers, haulers and stock holders. This was done to maintain morale and to get a large number of acres contracted by the company for the next canning season. The next year in 1926, the Dorchester Canning Company of this village signed up a thousand acres of peas and 100 acres of cabbage. Once again the season was less than what was expected. Capacity of the plant was substantially greater than what the farmers could provide in the way of product. This was due mainly to weather conditions being something less than desirable. However, the next year (1927) went pretty well as planned.

At the annual meeting held in April of 1928; it was decided to sell the Dorchester Canning Company to "The Central Canning Company" of Colby and merge the resources of the two components into one. The actual sale took place with a warranty deed being issued to "The Central Canning Company" of Colby on August 13, 1928. The amount paid was \$30,000 and was paid in the following manner; \$5,000 in Cash and \$25,000 to Henry Mertens who held the mortgage in that amount.

With the sale completed in plenty of time for the fall season; the canning factory got off to a strong start with 257 employees starting the 1928 fall season. The plant was operating 24 hours a day with three shifts running at full capacity.

A Newspaper article of April 12, 1929 stated that: It has been decided to expand the Central Canning Company in Dorchester by placing new equipment in the plant to maximize the capacity. The Central Canning Company also announced the factory will be expanded with a second warehouse being built. It was decided the second warehouse would be 50 per cent larger than the original one. The second 72 X 100 foot brick warehouse was attached to the south end of the original warehouse building and this was completed before the 1929 canning season. Peas that year were placed in two different sized cans. The No. 2 can which is the standard size and the No. 1 can which is 3/4 the size of the number 2 can and which was more popular in the larger cities. During the first four years of operation, it has been determined that peas, beets, cabbage and beans were canned.

The Central Canning Company of Dorchester had 100 people employed in 1929 and they used 112,000 gallons of water per day. Today's water usage by the entire community of Dorchester equals between 80,000 and 100,000 gallons of water per day. They canned 110,760 cans which made up 4601 cases (24 cans to the case). The plant had successful years during the early 1930s.

An offer to purchase the canning factory for \$175,000 was initiated by Libby and Company. The offer was discussed at the October meeting and all parties were in full agreement to sell the company. Stock holders at the November 1929 meeting officially accepted the offer from Libby-McNeil & Libby of Chicago. The new owners took control of the plant on December 1, 1929. It also states that peas were shipped that month to St. Louis, Philadelphia and Youngstown Ohio.

The Libby Canning Company obtained a contract with the United States Government to produce 1 ½ pound cans of meat for the different Gov't. relief agencies that provided food to areas of the country under disaster conditions. Production will begin September 14, 1934 and will employ 60 people on the first shift. A second shift will be added later when needed. I thought it important to note the process one had to go through in the 1930s to can meat for the government.

Here are the steps required to produce canned meat for the Government. Boneless beef is shipped daily from the St. Paul Stockyards to the canning company in Dorchester. Each refrigerated railroad car contains 36,000 pounds of meat which is stored in barrels. The factory has the capacity to can one carload per day. The meat is run twice through the cutter which was located at the end of the unloading platform. Then the cut meat is taken to the cooking room via a mechanical process where the cookers contain boiling water. The meat is parboiled from 3 to 6 minutes then run through another slicer. Then to the sorting and trimming tables where small pieces of bone, cartilage and gristle are removed. Then to one of the three packing tables where 21 women pack the meat into cans and each can is then weighed to equal 1 ½ pounds per can. Then to the soup table where the meat is packed even tighter in the can and soup stock is poured in to fill the can up. Soup stock is obtained from the par boiling water and meat stock which is cooked 15 to 16 hours before using. Then to the crimper where the cover is crimped to the can and the cover is dated. Then to the vacuum machine where all the air is removed and the cover is sealed. Then the cans are carried (via belt driven tracks) to a tank where they are washed in boiling water and loaded into crates. Then to the cook room where they are cooked in pressure cookers for 1 hour and 50 minutes. Then to the warehouse via the cooling tank where the cans are stocked in pyramids for 12 days before they are cased and made ready for shipment. Fifty thousand cans were processed in a four day period. Quite a process. The canned meat would be shipped from here to the various relief agencies throughout the country as it is needed. My mother Loretta worked at the plant in 1928 after she graduated from high school. It was her job to ensure that a ready supply of cans were always available to be elevated into position for filling.

Things progressed along quite well until after the 1938 canning season when the plant was shut down. Other Libby plants closer to the big population centers were increasing their capacity and the small Dorchester Plant was no longer needed. The plant, however achieved a positive objective; providing employment for the people.

On January 15, 1942, the Libby Canning Company sold the factory to a group from Fall River, Wisconsin. The new factory will be called The Dorchester Canning Company and the entire plant will be upgraded with new equipment as the old equipment had been removed three years earlier. The 1942 canning season will be the first time in four years that the plant will be in operation. A test run of the new equipment was performed on July 19, 1942. The test run went well but due to late and heavy rains the crop that could be harvested was small in size and of poor quality. The 1942 season was for all concerned a disastrous year and all hoped for a better year in 1943. Once again a bonus was paid to those who tried but couldn't quite get the weather to cooperate.

The year of 1943 was exactly the same as the year before and in November of 1943 after two disastrous seasons due to bad weather; the Dorchester Canning Co. was sold to Western Condensing Co. on January 26, 1944. All of the canning equipment was moved out to other canning companies.

Western Condensing Company was a California Corporation and they decided to upgrade the plant so it could be utilized as a concentrating plant which would handle up to 350,000 pounds of whey per day. The plant opened in February of 1944; using local labor to provide the work force. Evaporators were installed and some production took place but it has not at this time been determined as to how many pounds of whey were actually processed. However in December of 1944, a surprise announcement by Mr. Roy Diedrick manager of the local plant for Western Condensing Company indicated the plant will be closed as no market is available for the product.

On January 31, 1945 the Western Condensing Company sold the property to the "Golden Eagle Milling Company" for \$1.00 and other consideration. One year later, on January 10, 1946; the Condensing Plant announced it will open in 90 days. New equipment would be installed and all things were made ready for production. Up to 350,000 pounds of whey each day could be processed and the product would then be shipped to Owen for use there and the rest would be distributed to the marketplace. It is believed that Western Condensing Company operated the plant from 1946 to 1950 but it is not known how many pounds of whey per day was processed. It is obvious that Western Condensing Co. and Golden Eagle Milling Co. had some arrangement whereas Western Condensing would produce a concentrated whey product and Golden Eagle would either use the product or sell it to someone else. This arrangement continued until the Golden Eagle Milling Company sold the company back to Western Condensing Company on March 1, 1950.

Some explanation of what took place at the old canning factory at this time was explored with Cliff Herman who worked for Western Condensing Company for 14 years and was their office manager as well. He told me that the evaporators basically did

one thing and that was to remove water from the whey liquid. Once that was done, the material would be shipped to Owen where the main plant would reduce the moisture even further; ending up with a very thin powder that would then be bagged and used mainly for inclusion in animal food. The bags would be shipped back via railroad to the old canning factory to be stored as space in Owen was at a premium. One problem that could develop was that the bags of whey powder were highly susceptible to taking on moisture. High humidity would cause the bags to become like hardened concrete; which the client would reject. Western Condensing would then return those bags to Owen where the powder would be broken up and the product would be bagged once again. I suspect plastic bags were not available at that time.

I could find no record of Western Condensing Company ever using the plant to produce a product from 1950 on. By the mid 1950s, the old two story cannery building collapsed due to total neglect. From that time on only the warehouse buildings remained and they were ideally suited for storing non perishable items; such as boxes and packaging materials. In the 1960s, Western Condensing Company merged with Foremost Dairies and in the early 1970s; Foremost Dairies merged with McKesson Incorporated becoming "Foremost McKesson Incorporated.

On June 25, 1973, Foremost McKesson Incorporated sold the property to Meyer Manufacturing Company via a Quit Claim Deed who also used the buildings for the storage of materials necessary for the construction of their chopper boxes. Meyers used the buildings for over 20 years and in 1997; they sold the property to Dale Dalson, who then proceeded to establish an used car lot on the property. The Dorchester State Bank was provided a sheriff's deed in 2003 and the Dorchester State Bank sold the property to a New Jersey Finance Company in late 2003. The Finance Company had purchased the paper for the property along with other property sight unseen. They sold the paper at a reduced rate to another finance company and which was located in New Orleans. That finance company sent a representative to Dorchester for purposes of reviewing the property along with the old Block Hotel which was part of the package. As a result of that viewing, the finance company issued a Quit Claim Deed for both properties to Dale Dalson who still had a interest in the property. Today Dale Dalson has the properties for sale, one price takes both.

Chapter 8

HISTORY OF CHURCHES

In 1873, the Wisconsin Central Railroad Company thrust its way through the wilderness north of Abbotsford and three years later, religion found its way there too. Dorchester a mere hamlet at the time had a few stores, a sawmill, a hotel and a few private residences plus a small public school built in 1874. During the summer of 1876, congregations began to form and within a year; religious activity began to blossom as Catholics, Methodists, Presbyterians, Norwegian Lutherans and German Lutherans all began missionary activities here at about the same time.

A total of eight organized groups of individuals came together in the small town of Dorchester to begin their congregations. All eight congregations purchased land so a place of worship could be constructed where they could honor and pay homage to their God. These were very religious people, our forefathers, and it was not uncommon to think about constructing a building of worship long before a pastor had been promised or even before commitments had been made for payment of materials and for maintenance of the structure. In fact, they fully understood that if a place of worship was already in place, then the chances of getting a pastor was much in their favor. In some cases, the diocese would not approve a congregation to be an official parish without a place of worship in place. Even then, many parishes would remain a mission for twenty five years.

Only six of the eight organized groups would actually erect a structure as two of the factions could not obtain the necessary numbers required to build and sustain a congregation. Of the six churches built, five are still standing and four are used for services on a regular basis while one is now being utilized as a residence.

St. Louis Catholic Church - 1876 - The story of St. Louis Church starts when the Wisconsin Central Railroad Company sold Lot 12 of Block 3 of the Original Plat of Dorchester (located on the lot south of the funeral home) to Michael Donnelly on December 24, 1875. Michael Donnelly, a good Irish fellow and one of the first parishioners took the bull by the horn and decided that a church must be erected. Construction started in mid 1876 and by late fall the first church in the small community was up and ready to receive those who wanted to worship and to give thanks for their blessings. The parishioners had built their own church from rough hand hewn timbers which were harvested in the area. This modest frame building was called the oldest parish church between Stevens Point and Ashland. An old newspaper article states that a catholic church was erected in 1876 and Father Shettelhauser of Medford held services in the church every Sunday. At the present writing (1901); the article states the congregation has a nice large brick church (the second church) and a fine parsonage.

1877 - Michael Donnelly kept title to the property but eventually sold Lot 12 to the Right Reverend Michael Heiss (Bishop of the LaCrosse Diocese) on Feb. 6, 1877. This deed stipulates that the property must be used for the construction of a good and substantial building and that the building on the premises shall be occupied and used for religious purposes and for no other purpose. Violation of this agreement will cause the property to revert back to said first party. Lot 12 is now owned by Janis Tischendorf and the address is 270 South Second Street. There is one notation in the records which indicates the first church was named St. Ludwig's but this lasted only about a year until mid 1878 when the name was changed to "All Saints Congregation".

1878 - The Catholic Pioneers of the Dorchester area were lumberman and later homesteaders who cleared off about 100 acres each to build their small farms.

1878 - St. Louis Catholic Church was officially established in 1878 but there was no full time pastor and services were conducted only once or twice a month. The priest was obligated to deliver the homily in French and German. Father Miller and Father Kienler from Stevens Point and Athens respectively served as the first missionary pastors to this small mission. According to the Directory of Catholic Churches in Wisconsin, the parish was known as "All Saints Congregation" for eleven years from 1878 to 1889.

1890 - Ellen M. Robbins sold a part of the SW 1/4 of the SW 1/4 as described (Part of Out lot 16 of "Assessors Plat "A") and which was located across the street east from the Bob Stoiber residence. The legal description is as follows: Commencing at the Southwest Corner of Section 12; thence running North 296 feet; thence running East 296 feet; thence running South 296 feet; thence running West parallel with North Line 296 feet to Place of Beginning and containing two acres. This two acres was sold to the Reverend Kilian C. Flasch on July 25, 1890. A will made out by the Reverend Kilian Flasch on March 29, 1890 left all his property to Fred Xavier Katzer (the new bishop). Frederick Xavier Katzer sold the two acres to the Reverend James Schwebach on April 16, 1892. The Reverend James Schwebach deeded the two acres to the St. Louis Catholic Congregation on June 1, 1897.

This parcel of land would eventually contain the site where the first church would be moved to in 1893 plus the site where the second church (first brick church) was erected in 1899 and the site to the east of the church where the first rectory was placed in 1895 plus the site where the second rectory was built in 1909 and the site where the first school was constructed in 1913.

1890 - After 1890, All Saints Church became officially known as St. Louis Catholic Congregation of Dorchester and it retains that name to this day..

1893 - In the summer of 1893, the small church was moved to what is now the Southwest Corner of the present church property. This second location of the small church was purchased by St. Louis Church on July 25, 1890 from Ellen M. Robbins whose husband was the first owner of the land.

1895 - St. Louis Congregation was incorporated on January 23, 1895 and recorded as such on January 25, 1895. The name of the corporation shall be known as St. Louis Catholic Congregation. The location of such shall be the Village of Dorchester and shall be connected with and under the control of said Roman Catholic Church and under the supervision of the Roman Catholic Bishop of the Diocese. Purpose of the corporation is to purchase, accept, own and hold property, real and personal, for the use and benefit of such corporation.

1895 - Tuesday of this week, the cornerstone of the basement for the priest's rectory was laid by Reverend J.J. Miller; under appropriate ceremonies. Mr. Neumann has taken the contract for moving the house from its present site to the church grounds. If the weather remains favorable; the parsonage will be in place by the end of next week. Taken from the Colby Photograph Edition of May 16, 1895.

1895 - St. Louis Congregation is making improvements continually. During the past three weeks a new organ and the Stations of the Cross were purchased, a well was dug and at present a new gallery is being erected for the use of the choir. As soon as practicable; the priest's house will be moved onto the church property. Colby paper of May 23, 1895.

1896 - The Colby Photograph edition of August 27, 1896 states that; last Sunday Rev. Muehlenkamp of Athens, held services at the catholic church in Dorchester and hereafter regular services will be held on the second Sunday of every month until further notice.

1897 - The St. Louis Catholic Congregation borrowed \$400 from Mrs. Kate Crowell on June 1, 1897 and the loan was repaid on September 15, 1899. The money was used to purchase and move the first rectory to the lot east of the church. This would be the first rectory for St. Louis Parish and Father Henry Glaser would be the first priest to live in the new rectory. Once the LaCrosse Diocese made a commitment to assign a full time priest to the parish; the congregation took immediately action to ensure that Father Glaser would have a comfortable place to reside. Construction was completed prior to the cold north winds descending upon the small community which seemed to always take place in early November. It was a two story wood frame and wood sided residence and served the parish well until 1909 when a large two-story, wood frame, hard fired brick veneer rectory was constructed.

1897 - The missions of Stetsonville and Whittlesey were assigned to St. Louis Parish and in the fall of 1897 Bishop Schwebach conducted the first confirmation class of 120 young people all of whom were from Stetsonville and Dorchester.

1897 - The Christian Mother's Society was organized and flourished continuously for forty years until 1937. It was reorganized again in 1949 under Father M.J. Kelnhofer and boasts the oldest charter of organization in this part of the country.

1897 - Missionaries served St. Louis Parish well until 1897 when the first resident pastor appeared in the form of Father Henry Glaser. A fire in 1897 destroyed all the church records up to that time. It is believed that the records were maintained in the small log church and that they were too close to the very hot wood stove. The log church was dismantled in 1898 and the salvaged materials were used elsewhere.

1898 - After many discussions and lengthy meetings, it was decided to replace the small log church with a larger more enduring structure. During the winter months the plans were drawn up and construction details were reviewed, analyzed and modified as necessary. Come summer, construction of a new church would begin and everyone was excited about the big event.

1899 - The St. Louis Catholic Congregation borrowed \$900 from Mrs. Kate Crowell on September 1, 1899 and the loan was repaid on March 10, 1902. The money was used to build the first brick church which supplanted the original log church. It was a magnificent building for its time with all of the amenities needed to conduct a religious service.

1902 - A cemetery plot was donated to St. Louis Church by the Duchine Family who lived south of the village. Mr. Valentine Laurich was the first parishioner to be buried there. The Cemetery Association was established in 1927 and today the catholic portion of the cemetery is located furthest south. However, there is no longer any attempt to isolate one religion's dead from another.

1905 - New boundaries were drawn for St. Louis Parish which placed the Missions of Stetsonville and Whittlesey within the Superior Diocese.

1908 - In January the first telephone was installed in the St. Louis Rectory so the good father could communicate with his parishioners; at least those who had a telephone.

1908 - Father John Neises succeeded Father Birsner in 1908 and immediately set about taking up the census in this far-flung territory. Around the village and adjacent areas he traveled afoot; to reach the distant farmlands he rode horseback. Literally following the injunction of the Divine Master "Go out into the highways and byways and compel them to come in". It is said he brought many back to the church.

1909 - The St. Louis Congregation borrowed \$1200 from the Dorchester State Bank on November 30, 1909 and the loan was repaid on May 10, 1911. Under the leadership of Father John Neises, St. Louis Congregation used the money for construction of the second rectory which was a very large, two story, hard fired, brick veneer building. Total cost was \$4,100 - What a buy. The sale of the first rectory provided some of the money required to start construction. This rectory served the parish very well indeed for the next 80 years until the third and present rectory was built.

1909 - Once the new rectory was fully completed and Father John Neises moved in, it was time to pay attention to the original rectory and see that it was moved to another location. The structure although simply built was not old and certainly had more years of life remaining. It was sold at auction for \$450 on July 16, 1909 and purchased by Barney Burns who moved the structure to his lot for use as his residence.

1910 - The new parsonage was dedicated on January 12, 1910 under the guidance of Father John Neises. On March 13, 1910, a severe wind removed the cross from on top of St. Louis Church.

1910 - In early 1910 under the inspiration and dogged leadership of John Stoiber Sr., the parish began forming plans for a Catholic School.

1913 - Three years later, after much sacrifice and patience, the dream became a reality. The new school was positioned between the church and the rectory. It was said this was done so that the school children could be watched more closely and from both sides. In the fall of 1913, the first classes were held in the church building pending completion of the school. Sometime after Christmas 1913, the school building was opened with two nuns from the Order of St. Dominic in charge. The Order of St. Dominic were headquartered in Kenosha. Seventy children were in attendance as January officially opened the New Year of 1914. In 1916, the nuns of the Order of St. Dominic were replaced with nuns from the Order of St. Francis from La Crosse. The Franciscans were in charge of the school until 1938 when nuns from the School Sisters of St. Francis from Milwaukee took over. Approximately 180 children were in attendance during the mid 1950s when it became apparent that additional space was required.

1921 - Shortly after World War 1 and from this time on all services were conducted in Latin and English only as German disappeared as the main language of the parish.

1923 - Faucets for Hot, Cold and Rain Water were installed in the parsonage and school. The work will be completed by the end of October.

1924 - St. Louis Parish is the proud owner of a new "Estey Two Manual Philharmonic" organ. The new instrument was installed on January 30, 1924.

1926 - Adolph Wallquist sold a part of the above description to St. Louis Catholic Congregation on June 9, 1926 and is described as follows: Commencing at a point 296 feet East of the Southwest Corner of Section 12; Thence East 150 feet; Thence North 300 feet; Thence West 150 feet; Thence South 300 feet to the Point of Beginning. This parcel of land was the site where the third church was constructed in 1930.

1930 - The parish membership grew rapidly as many immigrants came from Bohemia which was not only German but very heavily populated with people of the Catholic Faith. Homesteaders and small family farms produced a large number of children and soon the 2nd church building was far too small. In 1930, with Father Paul Pitzenberger leading the way and with the blessing of the Bishop and a bit of money in the bank, the ambitious project to construct a new church was underway. The church with pews to accommodate 250 parishioners plus chair space for another 50 plus a choir capacity of 25 was constructed for \$21,760. Quite an amount of money during the heart of the depression.

1930 - To help pay for the new church; St. Louis Congregation borrowed \$9000 from the Catholic Knights of Wisconsin on August 1, 1930 and the loan was repaid on August 21, 1935. St. Louis Catholic Congregation borrowed \$6000 from the Dorchester State Bank on August 5, 1935.

1930 - The dedication of the new church took place on October 5, 1930 under the guidance of Father Pitzenberger.

1937 - Father Phillip Weller was appointed pastor in July 1937 and with the coming of Father Weller, a vibrant new era of St. Louis Parish began. Father Weller was a scholar, an author, a great preacher of the word of God and a liturgist of great renown. During his pastorate, the parish became known for its proficiency in liturgical music. The children's choir was well known throughout the diocese for its skill in Gregorian Chant, performing all the liturgical chant of the services during the year including Tenebrae, Sunday Vespers and the extraordinary services of Holy Week.

1942 - Fire destroyed most of the interior of the church. The Kronschnabl boys and Don Schreiber carried the Blessed Sacrament to safety. After the fire and under the leadership of The Rev. Phillip Weller; the entire interior of the church was renewed with a new marble altar being consecrated by Bishop William Griffin of La Crosse. New pews, asphalt tile floor, side shrines, and beautiful painted liturgical decorations on the walls and ceiling. The ceiling was a painting of "The Tree Of Life" starting with Eve and continuing to Mary the Mother of Christ. The side walls contained paintings of "The Main Seasons of the Church Year". Fifteen Stations of the Cross were depicted on the sidewalls and thus St. Louis Parish became the first church in the country to depict this liturgical reality. The Liturgical Design of the decorations and furnishings have attracted the attention of artists throughout the country. These wall and ceiling

paintings were a part of the church for 43 years and merited much adoration. Father Weller's excellent work was well known in liturgical circles. One example of his Avon Guard Leadership was that he was the first to conduct services facing the people.

1950 - The rear entrance and step area was enclosed with matching brick to avoid serious injury for those who used the back entrance on a regular basis, mainly the priest, the nuns and the students.

1954 - Efforts were initiated to construct a new school and the first action was to acquire suitable and sizable parcels of land on which to erect a new school plus adequate space for the children to display their athletic abilities.

1954 - Joel and Marie Winchell (husband and wife) sold a part of Out Lot 15 to St. Louis Catholic Congregation on December 7, 1954 and which is described as follows: Commencing at a point 524 feet East and 296 feet North of the Southwest Corner of Section 12; Thence West 228 feet; Thence North 94 feet; Thence East 228 feet; Thence South 94 feet to the Point of Beginning. The following entries are listed to show how the necessary property was acquired.

1954 - Adolph Wallquist sold a part of the above property des. as follows: Commencing at the SW Corner of Out Lot 15 of the Assessor's Plat "A"; Thence running North along the West Line of said Lot 296 feet; Thence Thence East 78 feet; Thence South 296 feet; Thence West 78 feet to the Point of Beginning. This property was sold to Albert and Anna Sauter (husband and wife) on June 27, 1930. The Estate of Anna Sauter sold this property (minus what was sold to St. Louis Catholic Congregation on December 7, 1954) to Ambrose and Frieda Keller on January 13, 1968. Ambrose and Frieda Keller Quit Claimed their interests in this property to Eileen Keller on March 13, 1972.

1954 - Albert and Anna Sauter sold a part of the above property to St Louis Catholic Congregation on December 7, 1954 and which is described as follows: Commencing at a point 446 feet East and 208 feet North of the Southwest Corner of Section 12; Thence east 78 feet; Thence North 88 feet; Thence West 78 feet; Thence South 88 feet to pob.

1954 - The first evening mass ever held in LaCrosse Diocese was held at St. Louis Church on First Friday November 5, 1954. The knights of the Altar was also organized at this time. On February 3, 1954, a parish meeting was held and it was decided to begin a fund drive in order to build a new school as attempts to remodel the old school proved inadequate. The objective was to raise \$80,000 for the new school plus an additional \$4,500 to eliminate existing debt.

1956 - Monsignor Hayden's dream of seeing the new school built would not become a reality and on January 1, 1956 his last words to the parishioners were "always be prepared for a sudden death". One hour later he died from a massive heart attack.

1957 - A new modern one story brick school opened in 1957 and this school still provides learning to the present time. The school cost \$100,000 but the amount was considered a small price to pay for the benefits received. Attendance reached almost 190 in the late 1950s and early 1960s before a gradual and continuous decrease began to occur. Today in 2005 only about 18 students consider St. Louis their primary educational facility.

1958 - Jan. 10, 1958 was the first day the children attended school in the new building.

1978 - Once again it was time to consider renovations to the church as no improvements had been made since the fire of 1942 except for those issues which were considered essential maintenance repairs. The parishioners were getting up in years and many had difficulty with the climbing of steps. So since there was a small amount of money in the coffers, it was decided to put a matching brick cover over the entire outdoor steps and entryway. Sixteen steps and ten feet off the ground under cover proved to be an outstanding decision as now ice and snow could no longer be blamed for members of the congregation falling on the slippery steps.

1979 - The steps and entryway enclosure was only the first phase of the project and now it was time to accommodate those who were no longer ambulatory. Members of the congregation who required a wheelchair for transportation or for those whose bones were no longer strong could now move vertically via a new internal self regulated elevator system.

1984 - The first school which was constructed in 1913 was razed in 1984. Many of the old lighting fixtures and other valuable furnishings were auctioned off so as to provide some extra monies for other church and school needs.

1985 - After much discussion and under the guidance of Father James Schafer, the church interior was repainted thus the decorated designs of 1942 were lost forever. There was no feasible alternative solution as the cost to restore the paintings would have been an unrealistic burden for a country parish to bear. The majority of the parish finances have long been expended for one main purpose; the education of children to prepare them for life in general and to provide them with a lasting understanding of God's Words and Practices.

1988 - It was decided to construct a new rectory as the cost to renovate the 1909 structure proved too costly. The third rectory is a modern one-story ranch style home with all the present day features one would expect to see in a new home. The cost was about \$60,000 with the monies being fully donated or pledged before construction started. This modern rectory is located on Third Street, approximately a football field away from the church. However, the two are connected via a concrete sidewalk and so the Good Father can get there most of the time without getting his feet wet.

1993 - A new steel gable v-shaped roof was placed on top of the school as the old flat roof recorded too many water leaks. This new roof will last many years and with added insulation; fuel bills will be easier to accept.

1994 - A new heating plant was installed which consisted of three independent units; two of which fed the main church area and one which controlled the basement area.

1999 - With much success on installing a steel roof on the school a few years earlier and which totaling eliminated water leaks, it was decided to place a new steel roof on the church as well. The old roof made of asbestos shingles were first installed when the church was erected in 1930 so by installing a new steel roof the old shingles could remain in place thus avoiding a very costly removal process. The cost was \$40,000 but would of been higher except for the fact that owners of Dorchester Builders who installed the roof and members of the congregation absorbed some of the overruns.

2000 - In June, Father James Schafer celebrated his 25th year as pastor of St. Louis Catholic Church and if Father Schafer is still here in June of 2005; he would establish one of the longest tenures as a parish pastor providing contiguous service within the LaCrosse Diocese.

2001 - The church needed a physical resurgence so under the leadership of Father James Schafer, the entire interior was repainted and new red carpeting was installed in the church including the organ loft and the entryway.

2003 - Instructions came along with a very generous donation by a member of the parish that the donation was to be used for an central air-conditioning system in the church. While it was always comfortable to attend mass in winter; now it would also be comfortable in the very hot and sometimes very muggy summers. It was an easy install since the furnace units were relatively new having been installed in 1994.

2003 - St. Louis Church celebrated its 125 years as an organized parish in Dorchester. Ladies from the parish did a great job in preparing old documents and pictures which helped tremendously to explain the important activities of the past plus they put on a super lunch for all those who attended the celebrations.

2005 - It is now June and the good father has just announced he will retire as of August 1, 2005. He did make 30 years at St. Louis and he will be sorely missed. I have estimated that during his 30 years at St. Louis; he provided the congregation with over 10,000 homilies.

We must list the leaders of St. Louis Parish beginning with the missionaries who gave everything for others and asked nothing in return.

Father Kienler - Served as missionary from 1878 to 1882
Father J.J. Miller - Served as missionary from 1882 to 1897
Father Henry Glaser - Served as first pastor from 1897 to 1899
Father Victor Bally - Served as pastor from 1899 to 1900
Father August Birsner - Served as pastor from 1900 to 1908
Father John Neises - Served as pastor from 1908 to 1912
Father A. M. Arentz - Served as pastor from 1912 to 1915
Father Edmund A. Beyer - Served as pastor from 1915 to 1917
Father Alois J. Kastigar - Served as pastor from 1917 to 1918
Father A.C. Stuhlmann - Served as pastor from 1918 to 1921
Father Paul Pitzemberger - Served as pastor from 1921 to 1933
Father Nicholas Kreibich - served as pastor from 1933 to 1934
Father Clement Haines - Served as pastor from 1934 to 1937
Father Philip t. Weller - Served as pastor from 1937 to 1949
Father M.J. Kelnhofer - Served as pastor from 1949 to 1952
Monsignor Thomas Hayden - Served as pastor from 1952 to 1956
Father Gerald Schuh - Served as pastor from 1956 to 1972
Father Jacob J. Burggraf - Served as pastor from 1972 to 1975
Father James Schafer - Served as pastor from 1975 to 2005
Father Paul Gitter - Served as pastor from 2005 to present

St. Peter's Lutheran Church - 1877 - Saint Petri Gemeinde Kirchen (The German Name for Saint Peter Congregational Church) was initially founded under the leadership of Missionary W. Christian Schilling of Stevens Point around 1877.

1878 - The first person baptized was Josephine Elizabeth Lindeman born on July 5.

1880 - One Hundred and Twenty Five years ago on September 19, 1880, a small group of German Lutherans met after services to found the Saint Petri Stift Gemeinde of Dorchester, Wisconsin. Missionary Schilling assisted by Pastors Steyer and Erck organized the congregation and thus St. Peter's Church was officially established. Services were initially conducted in the public school house which at that time was located one block east of the present day St. Peter's Church. Today Jim and Loretta Jantsch live on the site where the original schoolhouse stood at 231 South Second St. Barely a dozen families belonged to the church at that time and before the congregation was formed, members would meet in each others homes for the Sunday gathering. One of the group's elders would act as the leader for hymn singing, prayers and Bible readings.

1880 - The first person confirmed was Arthur Baehr.

1881 - The Rev. John Schuette became the first pastor in 1881. After a years stay as pastor of St. Peters, the Rev. John Schuette was replaced by Rev. Theodore Buenger.

1882 - Theodore Buenger was ordained here on July 9, 1882 and he was the first pastor ordained in Dorchester. He held services once a month and during his absence, Carl Habeck conducted readings. His other duties during the early days included providing ministerial services to Colby, Black Creek (Athens), Curtiss, Green Grove, Bruckerville, Mayville and Holton all of which had small populated centers that needed to be served. The first minutes of the congregation were written in German and thanks goes to Elizabeth Gumz who translated those writings into English. Some of those early writings stated; each member should bring a zinkel of ground to place around the parsonage or bring 100 lbs. of hay or pay that amount towards the \$60.00 parish house repair bill. The organist was paid 20 cents for each church service.

1882 - The congregation incorporated on December 4, under its German name "St. Petrie Stift Gemeinde U.A.C. (Unaltered Augsburg Confession). Signatures on the document are the Rev. T. Buenger, Franz Baehr, Frederick Laack, Rudolph Naumann, Freiderich Pagel, Karl Otto and Joseph Schroeder. Other early members names include; H. Fitzlaff, J. Graffunder, J. Schroeder and E. Lindemann. There were 25 voting members that year. German was the primary language used at worship for half a century. Most of the founders of the church were German speaking as were most of the people living in Dorchester at the time. German speaking and writing were used at all church functions and new members were required to read the German Constitution and sign their name in a book indicating they had read it and would agree with its by-laws. Naturally this was difficult for the English speaking people to do and it became apparent that changes had to be made if growth was to be obtained. On April 9, 1911, the congregation voted to have an English service once every four weeks in the afternoon. The addition of a regular Sunday morning English service took place on January 2, 1916. English hymnals were ordered and by 1923 constitutions in English were made available. As time went on, more and more of the services were held in English and Reverend Sprengler had the distinction of holding the last German service in 1952. When Reverend Sprengler was interviewed about holding this last service in German; he said by checking his records that the service was conducted on May 18, 1952 at 1:30 P.M. and the attendance was six. Myself, the organist and four others who in daily life never spoke German anymore.

1882 - It was during this time that the members of the church discussed the possibility of purchasing land on which to build a church. In September of 1882 the pastor of the Norwegian Church attended a meeting at St. Peters and mentioned that they would like to join with St. Peters Church. No further discussions regarding a merger with the Norwegian Church took place. In late 1882, a church building fund was established for the likely possibility of new church construction.

1882 - The first funeral was for Marie Brandes who died in Dec. 1882 at the age of 26.

1883 - The First Church was constructed in late 1883 on Lot 7, Block 13 Village of Dorchester. Lot 7 was purchased for \$1.00 from the Wisconsin Central Railroad Company on August 27, 1883 and previously Lots 8 - 9 and 10 were purchased for \$55.00 on December 6, 1882. The church was 36 feet long - 26 feet wide by 16 feet high and constructed of logs which the church members brought from their own woods. Most of the work was also performed by the church members. Total cost was \$537.48 of which \$25.00 was spent on a altar. This small church served the congregation for 20 years until the present brick church was built in 1903.

1883 - The first wedding was performed in 1883 and was that of John Bachman and Dorothea Roschinsky.

1884 - The first parsonage of St. Peter Church still stands today and is located at 220 South Second Street. It is the second house south from the old fire hall. A horse barn was also constructed for the pastor's horse and each member was asked to contribute one dollar towards the cost of the structure. The trustees of the Evangelical Lutheran Congregation of St. Peters Stifts Gemeinde of Dorchester purchased Lot 18 Block 3 from Eva and Edgar Foster. The house was standing on the property at the time of purchase which was January 25, 1884 and the cost was \$500. This first parsonage was sold to the LeClaire Family on October 20, 1910 for \$700.

1884 - Rules of the church were becoming more strict with a stern code of behavior. The first excommunication took place in 1884 and from that point on, people were excommunicated for non-payment of church dues and for failure to attend Sunday Services. Trespassers were admonished by the pastor and they had to confess their sins and ask for forgiveness for their wrong doing in front of the congregation. A large number of members were excommunicated in 1897 for joining The Farmer's Grange (a cooperative agricultural movement for social and educational purposes and for redress of economic abuses). Also a new reform church started up and since a number of parish members had belonged to the Reform Church in Germany, they left St. Peters and joined the new congregation. Voting membership dropped from 100 to 59 and it wasn't until 1903 that twelve new members were accepted into the congregation that the total was increased in a positive way to 73.

1888 - The 1880s were nearing an end and the congregation had pledged by this time \$1,510 toward the construction of a new church.

1889 - A building committee consisting of William Beisner, Schauss, Kalepp, Henry Kuenzel, Art Baehr and August Page were selected to make plans to build a new and larger church. Much controversy followed for the next three years regarding where the church should be built. Two sites were being considered; one on the north edge of town which was being donated and the other site on the lots the church already owned and where St. Peter is located today. In 1902, the Reverend F.H. Moecker consented

to serve the St. Peter congregation and he is given much credit for bringing harmony back to this German flock of God's people. The building project was placed on hold until a consensus could be obtained.

1889 - Cemetery - It was customary for each church to own and maintain their own cemetery. It was no different for St. Peter's Lutheran Church and it was located one-half mile south of the village along Fourth Street (Hi-Line Avenue). The narrow strip of land was bordered by South Fourth Street on the east and was south of the current north driveway. This burial ground today is known as the South Cemetery and was originally divided into sections or strips of land. One section was purchased in 1882 by the First Scandinavian Church from John J. Lansworth and was later bought by the Norwegian Baptist Church. St. Peter's Evangelical Lutheran Church purchased their section of land in 1889 from John J. Lansworth. Another section was donated to St. Louis Catholic Church in 1902 by the Duchine Family.

Walking today through the northeast corner of the South Cemetery which was once St. Peter's Cemetery, one will find tombstones dated prior to the purchase of the land by St. Peter's Church. During the early days, it was customary for farmers to bury family members on the farm and once the central cemetery was established, the bodies were moved to their permanent location. Small isolated cemeteries were established early on to bury those who were not farmers and later they were moved to the central cemetery as well.

St. Peter's Church operated their own cemetery for 38 years until 1927 when a cemetery organization was established and all the churches eventually became a part of the organization. St. Peter's established rules in 1889 for their new cemetery such as: Every member in good standing should have a cemetery lot. Free burial would be provided to paid-up members and non-paid members were to pay \$2.00 for an adult and \$1.00 for a child's burial. Only Lutherans may be buried on Lutheran Lots, no lodge members. Gravestones were to be arranged in a row and rows must be in order with one row of large graves and one row of small graves in order to save space. A clean-up day was set and members were to donate one day each year to get the cemetery in neat order and Mr. Gutwasser and Mr. Seidler were put in charge.

Meeting minutes indicate that the foot bridge needed to be repaired and that Mr. Beisner should bring two logs and the pastor should bring planks so the repair work could be completed. In 1907, it was decided to put a fence around the cemetery and David Seidler should plant grass on the cemetery so that hay could be made for the pastor's horse. In 1911, new regulations required graves to be six feet deep. In 1925, the cost for whole graves would be \$25.00 and singles would be \$15.00.

On April 5, 1927, the congregation voted to sell the cemetery to the Cemetery Association which had just recently been formed. All of the three sections previously

owned by the different churches are all now owned by the Cemetery association and perpetual care is provided to all the grave sites. The Cemetery Association does an excellent job in maintaining the cemetery and the Dorchester Community can be proud that their loved ones are resting in a well groomed environment.

1902 - The small church constructed in 1883 was no longer suitable to accommodate the growing congregation and in October 1902, a new building committee consisting of Olaf Lundahl, Fred Fierke, Art Baehr, C. Yanke, Fred Gutwasser, H. Martens and C. Woempner was selected and \$3000 was pledged to begin construction of a new church in the next year. Conrad Frank of Dorchester was hired to draw the plans and the Ladies Aid Society paid the \$36 bill.

1903 - During the winter, supplies such as sand, gravel and 50,000 bricks were stockpiled and with an early spring, the foundation was laid beginning on April 6, 1903. The men were kept busy getting brick from the kiln in Whittlesey, using horses and sleights to make the job a bit easier. Conrad Frank of Dorchester was hired as the Master Builder and the architecture was of Gothic Style built in the form of a cross. His bid of \$1,950 was accepted for his work. The length of the new church was 91 feet; the width 41 feet and the height 20 feet. The steeple which includes the cross rises upward 100 feet. Fifty Seven young people each donated \$5.00 for a new bell and the inscription on the bell reads; When I Swing - God's Praises Sing; When I toll - Pray, Heart And Soul. The altar also of Gothic Design is 7 ½ feet wide and 18 feet high. Elsie Bremer remembering the old days; tells how the youth society back in the 1920s would have a party at St. Peter's Church on New Year's Eve. When midnight arrived, each one got a chance to ring the bell one time. Other interesting features of the church are the stained glass windows. These beautiful windows are made of Cathedral Stained Glass. The windows near the altar depict the Lord's Supper, the Ten Commandments, the Holy Scriptures and the Lamb of God.

1903 - November 22, was a day of rejoicing as the congregation consecrated their newly completed church to the service of the Lord. Many of the original articles within the building are still in use today, including the altar, pulpit, hymn board, the two pictures that hang on the back of the wall of the worship area and the white marble baptismal font.

1906 - St. Peters would be officially recognized by the Missouri Synod as a full fledged member of that religious organization.

1910 - A newspaper ad from April 15, 1910 stated that Reverend Moecker requested bids for a new parsonage and stable.

1910 - The second parsonage construction project began in 1910 and was completed before the end of the next year. The parsonage was 37 feet by 37 feet, a full two

stories and the exterior consisted of a hard fired brick. The residence was located 29 feet south of the church and served every pastor from 1911 until the third and present day residence was completed in 1985.

1916 - On January 30 1916; St. Peters Church was officially rededicated after a major interior painting and decorating project was completed.

1923 - St. Peter's School was officially started in 1923. Prior to that, it was a requirement that when children completed the sixth grade, they would drop out of public school and attend two years of religious instruction. This instruction was provided from 1883 to 1904 in the original church building and from 1904 to 1923 in the original public school building which was constructed in 1874 and purchased from the public school district. It was moved to the south end of the property owned by St. Peters (Lot 10) in 1904 and functioned as a full eight grades of schooling from 1923 to 1956. Enrollment at that time had reached 13 and so it was decided to close the school as it could no longer be justified to operate the school with such few students. The building was used for many years and until 1965 for Church Meetings, Choir Practice, Music Lessons, Sunday School, and Vacation Bible School. In 1965, the building was sold to John Busse who dismantled it and used the materials to erect a garage on his farm located just south of Dorchester on Highway 13. The Busses no longer own the farm but the garage is still there and can be viewed as one drives by.

1927 - A February 1, 1927 newspaper article states that St. Peter's Parsonage is installing a new modern heating plant consisting of a Hot Water Heating System complete with radiators.

1935 - On November 22, 1935 a new organ was played for the first time and the sounds that came from the organ were like sounds from heaven.

1955 - St. Peter's celebrated their 75th anniversary of being a parish on September 18. A large crowd of 700 souls were there to say thank you to the Lord.

1980 - St. Peter Congregation celebrated its 100th birthday since its founding. Many special events were held with former members returning to participate in the celebration. The theme chosen for the celebration was "Remembering - Rejoicing - Renewing" with Reverend Golz leading the way as he was pastor at the time. St. Peter Lutheran Church received an award of commendation the following year for its 1880 - 1980 historical manuscript which was written by co-historians Marietta Stevens and Beulah Fischer. The award was granted by the Lutheran Church - Missouri Synod and it stated :This award was made on the basis of the most stringent criteria: and it was the only one given in this category for the year of 1980.

1984 - On June 26, 1984, St. Peter's Church purchased Lot 6 North of the Church for the purpose of expanding parking at the now growing congregation.

1984 - Construction started on the third parsonage in 1984 and was completed the following year. It is a modern two story home located across the street from St. Peter's Church. It is located on the old playground and ball diamond which was used for many years in the 1940s and early 1950s by the children who lived nearby, this writer being one of them. In later years, it was used as a parking lot. Dedication of the new parsonage took place in February, 1985.

1985 - The parsonage which had been constructed in 1911 had served its purpose and so it was razed to provide space south of the church and the entire area became a asphalt paved parking lot suited to accommodate a large number of automobiles and to provide space for the new church addition. The total cost to demolish the large two story brick parsonage and create a much needed large parking lot came to \$7,598. Also, a new pulse heating system was installed in the church by Hutman Heating. Two units were installed for the main part of the church and one for the basement.

1986 - A project to redecorate the church was undertaken. Carpeting was installed in the balcony, sanctuary, entry steps and along the former coffee room.

1987 - The parsonage mortgage was burned in June with the last payment being made.

1988 - The room behind the kitchen was renovated, converting it into a Sunday School room. The walls of the inside of the church were painted and gold trim woodwork was added to the lectern. Melvin Fischer constructed five new chandeliers for the church.

1989 - A building committee was appointed for the purpose of constructing an addition to St. Peter's Church. This addition would create space for a large fellowship area, a library/meeting room, two rest rooms, two offices, six classrooms, a janitor's room, room for storing miscellaneous materials and a covered drive-up entrance. The extra space would also provide for an elevator to be installed in the southeast corner of the original building. The elevator would give access from the basement to the fellowship area and onto the main floor of the church. The basement kitchen was also renovated to accommodate the latest in cooking technology and it is said that some of the best tasting meals served anywhere are produced in that underground chamber.

1992 - On April 26, groundbreaking for the new addition to St. Peter's Church was held.

1993 - After several snags and delays, construction started in June. Drain tile was installed around the perimeter of the church to prevent water backup in the basement during the spring thaw and rains. Glen Goessel prepared the site and poured the slab for the addition. Laborers for Christ assisted with the project and their help was

greatly appreciated. Church members as well donated many hours of their time toward the project and their efforts helped to save thousands of dollars for the congregation. Monies that could be spent on other phases of the project. October 17 came and now was the time for rejoicing as the church addition had been completed. This day was set aside so that God's new addition could be properly dedicated toward his good works in providing Christian educations and outreach ministries to those in need. Approximately \$245,000 was spent on the project, a tremendous effort and commitment for any congregation located in a small town.

1997 - A new sound system was installed and the loudspeaker system was replaced. Importantly, the mortgage for the loan on the new addition was burned in April.

1997 - In July, the new Ahlborn Galanti II electric pipe organ was purchased from Butler-Stevens, Inc. at a cost of \$22,000. The company also donated an electronic keyboard. The new organ is computerized with an interactive programmer which allows music to be sequenced and recorded to disk so it can be played at a later time. It utilizes digital sound wave technology to mimic the sound of the great pipe organs of Germany. The organ was dedicated on November 9, 1997.

1997 - A new guaranteed for life steel roof was applied to the main church building in August at a cost of \$26,000.

1998 - During the fall, windows in the church basement were replaced with barn glass blocks which a member of the congregation had salvaged throughout the years.

1999 - In July, the parking lot which encircles the church was black topped and stripped by the American Asphalt Company at a cost of \$13,300. Also, beginning in September and completing in April 2000 was the re-shingling of the church steeple along with placing copper along the base of the steeple. The copper reflections in the sunshine produces a star light presence, much like Christmas Eve two thousand and five years ago.

2000 - Renovation began in the church basement in February with the demolition of the existing walls and concrete floor under the kitchen area. The two furnace rooms were reduced to one to accommodate a new kitchen area and the back classroom was eliminated for a storage/pantry area. Congregational members provided the labor thus making it possible to keep the renovation costs under the \$75,000 limit. Air conditioning was installed during the summer in the sanctuary.

2001 - During the fall, construction of a new garage and storage bay was started and the former garage was remodeled into a handicapped accessible bedroom. St. Peter's Congregation can be very proud of the fine looking buildings they have at the south end of 3rd street.

2005 - This year begins the 125th anniversary of St. Peter's Church and the congregation has planned events throughout the year to celebrate this special occasion. In January, ice skating and sleight rides were the order of the day and on May 15, a mother daughter dinner was put on by the men of the congregation. A special community and patriotic picnic was put on at the Dorchester Park. Games and all kinds of food were available along with Reverend Freimuth conducting a special patriotic church service and everything was topped off with a huge and long lasting fireworks display. The final activity will be on September 18 and will consist of a dinner served at the church and a guest speaker will provide insight on the topic he chooses. This year in early April, a most wonderful sound began to be heard throughout the community but especially in the neighborhood surrounding St. Peters Church. This writer has the good fortune of residing immediately to the east of the church 350 feet away. New Angelus Chimes were heard for the first time and let me tell you; I have never heard anything so beautiful in all my life and the best part is; I get to listen to them each and every day, twice - at noon and again at 6:00 P.M.

Missionaries and pastors who served St' Peter's Church since the early days are listed so as to identify those who gave so much to others.

Rev. W. C. Schilling - Missionary from 1879 to 1880
Rev. H. Erck - Missionary during the year 1879
Rev. Frank Steyer - Missionary during the year 1879
Rev. John Schuette - Served as pastor from 1880 to 1882
Rev. Theodore Buenger - Served as pastor from 1882 to 1883
Rev. Henry C.F. Otte - Served as pastor from 1883 to 1888
Rev. Wm. C. Brink - Served as pastor from 1888 to 1891
Rev. D.H. Steffens - Served as pastor from 1891 to 1895
Rev. William Georgi - Served as pastor from 1896 to 1902
Rev. F. H. Moecker - Served as pastor from 1902 to 1922
Rev. Valentin M. Keiper - Served as pastor from 1923 to 1927
Rev. John Brandt - Served as pastor from 1927 to 1945
Rev. F.H. Sprengler - Served as pastor from 1946 to 1973
Rev. Roland M. Golz - Served as pastor from 1973 to 1981
Rev. David Maki - Served as pastor from 1982 to 1989
Rev. Freimuth - Served as pastor from 1990 to present

The Salem Evangelical United Methodist Church - 1879 - Under the leadership of Reverend William Kollander, the Articles Of Association of The Salems Church of the Evangelical Association of North America were incorporated on December 20, 1879. The meetings necessary to initiate this action were held at the Public Schoolhouse which was located at the site of the present home of Loretta and Jim Jantsch. The small schoolhouse where church meetings and services were held (prior to construction of churches) was constructed of logs and erected in 1874. Charter

members were Mr. And Mrs. Herman Will, Mr. and Mrs. John Reimer, Mr and Mrs. Jacob Buzer, Mrs. G.F. Schmidt, George Mueller and Mr. And Mrs. A.F. Schmidt. Initially, the congregation was a part of the Marshfield Mission and services continued to be held in the public schoolhouse until 1883.

1881 - The Wisconsin Central Railroad Company sold Lot 16 Block 14 to Rev. William Kolander on Nov. 19, 1881 for \$35. William and Mary Kolander sold Lots 16 and 17 to The Salem Society Of Evangelical Association of North America on April 3, 1884 for \$1.

1882 - The Wisconsin Central Railroad Company sold Lot 17 Block 14 to The Evangelical Association of Dorchester on September 21, 1882 for \$1.00. The Salem Society of Evangelical Association of North America sold Lot 17 to William Kolander on April 3, 1884. William and Mary Kolander sold Lots 16 and 17 to The Salem Society Of Evangelical Association Of North America on April 3, 1884 for \$1.00. These two Lots (16 and 17 of Block 14) is today the site of the church.

1882 - The Reverend William Kolander purchased Lot 22 Block 1 from The Wisconsin Central Railroad Company on June 8, 1882 and he purchased Lot 23 Block 1 from Thomas and Eunice Morgan on June 2, 1882.

1882 - On these two lots the Reverend William Kolander constructed a residence for his family during the summer and fall of 1882. This home is still standing and was located one block north and across the street to the east from the present church location. This was to be the parsonage and home of Reverend Kolander until he left the Dorchester area. Today it is owned by Terry Krug who purchased the property in early September 2005 and is now in the process of a major renovation of the residence.

1883 - The church building was constructed in 1883, mainly by members of the congregation and it was a fine structure indeed; for today 123 years later, it still stands and no doubt it will still be around 100 years from now.

1891 - George and Caroline Krackenberger sold Lot 5 and Lot 6 Block 13 to Fred Schmidt, A.F. Schmidt and Claus Henkle (Trustees of the Salems Church of the Evangelical Association of North America and their successors in office) on May 2, 1891 for \$375. The deed stipulated that the property In Trust to be Kept, used and maintained as a place of residence for the use and occupancy of the preachers of the Evangelical Association of North America. The Evangelical Association of North America borrowed \$70.00 from Mrs. Ida Schmidt on July 5, 1895 and the loan was repaid on April 21, 1896. The Salems Church of the Evangelical Association of North America sold Lot 5 and Lot 6 to J. Henry Breed on April 14, 1896 for \$500. This lot and house is still standing today just north of St. Peter's Church and is located one-half block south of the present church site. This residence was used mainly for missionary pastors who would spend a few days here each month while they provided pastoral

services up and down the railroad line. Means of transportation by the way were on horseback and during good dry weather by way of horse and buggy; if a buggy would be made generously available by some kind soul.

1908 - It was during the pastorate of Reverend John Marks that the congregation separated from the Marshfield Mission and became totally independent. Later on and at various times; the congregation joined with and shared pastors with congregations from Athens, Holway, Chili, Rib Lake and Medford. Today the pastor from Medford arrives on schedule each Sunday to deliver the words of God.

1913 - The Salem Church was officially dedicated on February 23, 1913.

1913 - A Sunday School Room was added on the south end of the church and this addition forced other modifications as well including changes to the Spire and the Main entrance.

1931 - Under the leadership of Reverend L.G. Thiel, it was decided to spruce up the church. Improvements included reshingling the roof, painting the exterior, redecorating the interior, and constructing a balcony in the Sunday School room.

1936 - Fred and Dollie Mead sold the West One Half of Lots 18 - 19 and 20 Block 13 (where the Ken Mohan residence now stands) to The Dorchester Mission of the Evangelical Church on October 14, 1936 for \$1500. This lot and residence is located one block west and across the street to the south from the existing church site. This lot and building became the official parsonage of the church until 1945 when the Pudleiner Property (located on the lot north of the church) was purchased for that purpose. Prior to 1936, the pastors resided in the Peace Church Parsonage which the church rented. This parsonage was located immediately to the south of The Peace Church on South 2nd Street. It was also at this time that the Church was referred to as "The Dorchester Mission of the Evangelical Church".

1945 - Emil and Mabel Pudleiner sold Lot 18 to The Dorchester Mission of the Salem's Evangelical Church on August 6, 1945 for \$3900. The Salem's Evangelical United Church still owns the property today and it is used as a residential rental unit. It is located immediately to the north from the existing church site.

1946 - A merger of the Evangelical Association and the United Brethren in Christ Churches was consummated on a worldwide basis which created The Evangelical United Brethren Church.

1949 - Church was referred to as The Dorchester Mission of Wisconsin Conference (EV) of the Evangelical United Brethren Church.

1950 - During the tenure of Reverend G.T. Vieth, improvements were made to the basement and a new heating system was installed.

1952 - Reverend Harold Welch became pastor in 1952 and immediately set upon to install new stained glass windows, a new automatic furnace and an electric organ.

1953 - The Salem Society Of The Evangelical Association Of North America sold the West 60 feet of Lots 16 and 17 to Lawrence and Clara Keller on August 14, for \$250.

1966 - At this time, the Evangelical United Brethren Church united with the Methodist Church and the church became known as The Salem United Methodist Church.

1973 - A new entry-way was added on to the east side of the church and a ceramic mosaic was installed to cover the original east window in the sanctuary.

1997 - New vinyl siding was installed and this made the church look like a brand new building. The church and side yards are very well maintained and those in the community will continue to refer to the building first constructed in 1883 as "The Little White Church".

We would be amiss if we did not include those who gave their lives to doing good and to preaching the Word of God.

Pastors of "The Salem Evangelical United Methodist Church":

1879 to 1884	Reverend William Kolander
1884 to 1885	Reverend C. Berg
1885 to 1888	Reverend C. Wilson
1888 to 1891	Reverend O. Berofsky
1891 to 1894	Reverend S. Erfmeyer
1894 to 1898	Reverend G. Goetz
1898 to 1901	Reverend A. Lutz
1901 to 1906	Reverend David Schneider
1906 to 1911	Reverend John Marks
1911 to 1915	Reverend W.W. Krueger
1915 to 1918	Reverend G.L. Bursack
1918 to 1923	Reverend E. W. Marks
1923 to 1931	Reverend P.F. Walter
1931 to 1936	Reverend L.G. Thiel
1936 to 1939	Reverend James LaCount
1939 to 1944	Reverend Raymond H. Browe
1944 to 1950	Reverend V.R. Miller
1950 to 1952	Reverend G.T. Vieth

1952 to 1962 Reverend Harold Welch
1962 to 1963 Reverend Sherman Buschendorf
1963 to 1968 Reverend L.L. McCormick
1968 to 1974 Reverend Henry Bahrenburg
1974 to 1977 Reverend Raymond Gurney
1977 to 1982 Reverend Clem Dozer
1982 to 2005 Reverend James Rowlette

The Peace United Church of Christ - 1898 - In the year of our Lord 1898, the German Evangelical Synod of North America sent a young man by the name of Rev. Paul Keinath to serve a small group of German immigrants who settled in the Dorchester area. Initially, Rev. Keinath conducted services in the homes of those he served. The congregation grew steadily and after a few years it was determined that larger quarters were required. They utilized the space of the Norwegian Lutheran Church which was located across the street from the present church location and where Cliff and Mildy Herman now live. The church in 1902 was known as Friedens Kerche - Peace Church and it was at this time that the members of the church decided it was time to have a place of worship all their own.

1900 - The Peace Evangelical Church purchased land North of the Village on August 28; for the purpose of establishing a formal cemetery for interring members of the church. The price paid was \$50.00 and the deed was transferred to church members Berhard Wolf, Carl Bitters, Carl Fessler and William Rau. The land was purchased from Ellen M. Robbins and the cemetery was under the supervision of The Peace Church until June 3, 1940 when it was turned over to the Cemetery Association which had been created some years earlier. The cemetery is now known as Memorial Cemetery North.

1902 - The church congregation purchased land located at the present site on Second Street and erected a fine church building. The church was of frame construction and most of the work was done by church members. The pews, furniture, pulpit, baptismal font and communion tables were hand crafted or hand carved to match the balcony. The building was completed and dedicated on June 8, 1902. Indebtedness exceeded \$1700 at this time and the membership numbered 40 souls. There was much discussion concerning the possible construction of a new parsonage. The Church Council said that the parish already has sizeable debt and that our members are new converts and poor in worldly goods. However, it was decided to go ahead with the construction and in 1903, a sizable two-story parsonage was constructed to meet the needs of the pastor.

1905 - A hard fired brick veneer was added to the church structure which remains intact to the present time. Wood sheds and stables were constructed, landscaping was completed, trees were planted and the parish was well on their way to meeting their growing needs.

1913 - Rev. J. Bizer became pastor of The Peace Church while also serving as pastor of the St. Johns Evangelical Church (Community-United Church of Christ) in Medford. Within a few years Rev. J. Bizer coordinated and organized the efforts to have the Medford and Dorchester Congregations merge into one union. Services at this time were conducted entirely in the German language and it wasn't until the early 1930s that services were conducted in English except for the last Sunday of the month when German was still utilized.

1922 - Peace Church Parsonage Catches Fire - was the headline of the December 29 Edition of the Weekly Clarion. The church parsonage occupied by Rev. E.W. Marks and family caught fire Tuesday afternoon and had it not been for Rev. Marks to locate the source; it might have been much worse. Frequent chimney fires in the village encouraged Rev. Marks to clean the chimney as the atmospheric conditions were favorable. After cleaning the chimney in the morning; he congratulated himself on a job well done. In the afternoon the odor of smoke was quite pronounced and Rev. Marks located the source which was on the first floor near the base of the chimney. The blaze was quickly subdued and it seems the earlier cleaning was the cause. The chimney at the base had no opening for the removal of soot and large amounts of soot were deposited at the bottom of the chimney and burning chunks dropping down the chimney ignited those deposits.

1936 - Major renovation of the church was performed during the 1930s and beautiful Art Stained Glass Windows were installed.

1952 - Another major building project took place; that being the construction of a new parish hall which would serve the parish for the holding of meetings, for serving meals to large groups and other general purposes. The entire construction project was performed by the volunteer labor of church members. On November 2, 1952 the church celebrated its 50th anniversary and dedicated the new \$20,000 Parish Hall.

1955 - Another major renovation took place in the 1950s with new lighting, new pews and a central heating system all being installed.

1957 - The Peace Evangelical and Reformed Church merged with the Congregational Christian Church to form the United Church of Christ and the Dorchester Congregation took the name of Peace United Church of Christ.

1963 - On June 18: the Peace Church agreed to merge its North Cemetery with the Dorchester Memorial Cemetery Association. The Association now has control over the final resting places of all those who went before us and of all those who will join them in the future.

1972 - A new 17 foot by 30 foot addition was added on to the West side of the church and which included a Sunday School Room, a cloak room and two rest rooms.

1996 - The Dorchester Congregation of The Peace United Church of Christ severed ties with The Medford Congregation and continues on today providing the Good Word and other religious needs to its members.

2003 - The roof of the church was given a new covering of shingles which should keep the inner works of the church in good shape for another 25 years or so.

It is important to identify those who gave their lives to preaching the Godly word.

Rev. Paul Keinath - Served as pastor from 1898 to 1900

Rev. M.F. Zutz - Served as pastor from 1900 to 1901

Rev. P. Hermann - Served as pastor from 1901 to 1904

Rev. A. Jahnke - Served as pastor from 1904 to 1913

Rev. J. Bizer - Served as pastor from 1913 to 1930

Rev. R.J. Kalwitz - Served as pastor from 1930 to 1936

Rev. J.J. Hoffman - Served as pastor from 1936 to 1942

Rev. G.E. Pauloweit - Served as pastor from 1942 to 1946

Rev. Fred W. Kollath - Served as pastor from 1946 to 1964

Rev. Hugh Evans - Served as pastor from 1964 to 1967

Rev. Joseph Jeide - Served as pastor from 1968 to 1970

Rev. Milton Petzold - Served as pastor from 1970 to 1978

Rev. Samuel D. Robbins - Served as pastor from 1978 to 1987

Rev. Steve Rohloff - Served as pastor from 1987 to 1995

Rev. Robert Everhard - Served as pastor from 1995 to present

The Scandinavian Baptist Church - 1881 - The Wisconsin Central Railroad Company sold Lot 4 Block 13 (where the Sandy Geiger residence now stands) to The First Scandinavian Baptist Church on November 24, 1881. The deed stipulates that said premises shall be used for religious and educational purposes and for no other, and upon violation of this covenant this deed shall be null and void and said premises shall revert to said parties of the first and second parts. The First Scandinavian Baptist Church Quit Claimed their rights in Lot 4 back to the Wisconsin Central Railroad Company on August 22, 1883. For what ever reason the early congregation of The Scandinavian Baptist Church decided that Lot 4 on South 3rd Street was not the right place to construct a church for their members and so The Wisconsin Central Railroad Company sold Lot 4 to James E. Bursell on November 24, 1883 for \$20.

1882 - On December 27, 1882, the members of the Scandinavian Baptist Church purchased one acre of land and which now is identified as Lots 1 - 2 - 3 of the Lansworth Addition located on the 300 block of South Fourth Street (just south of the Clarence and Mary Klimpke residence).

1883 - A small timber framed structure was erected and the Scandinavian Baptist Church was in business. Unfortunately, the church has been disbanded for quite sometime and no further information has as yet been discovered.

1901 - Reverend I. Olberg was pastor of the Scandinavian Baptist Church in September of this year. It is not known how long before or after this date he presided over the congregation. As of yet, no other information about this church has been found.

The structure still stands and is now owned by Chuck Mengel (formerly known as the Leona Beisner residence) who uses the structure as a residential rental unit.

The Norwegian Lutheran Church - 1875 - Lot Six (6) - The Wisconsin Central Railroad Co. sold Lot 6 Block 1 (where the Cliff Herman Home now stands) Original Plat of Dorchester to The Norwegian Lutheran Church on December 1, 1875. Sometime around 1880; the congregation of the church decided to construct a church which was to serve the parishioners for 43 years. It is not known why but in 1923 the congregation disbanded and the Norwegian Lutheran Church ceased to exist. The address of the church location is 143 South 2nd Street.

The Rev. C.M. Larsen was pastor of the Norwegian Lutheran Church in Sept. of 1901. The Rev. F.S. Reishus was pastor of the Norwegian Lutheran Church as of Jan. 1913.

1928 - Max Vircks purchased Lot 6 from The Norwegian Church on October 10, 1928 and in the spring and summer of 1929 constructed a two-story hard fired brick veneer residential building. Max Vircks purchased Lot 6 with the Norwegian Church on the property. During the fall and winter of 1928, the timber church was dismantled and removed to a location three miles north of Dorchester. The timbers and other usable materials were used to construct a new building which was called "The Midway Dance Hall". The house that Max Vircks built was a solid structure and today is the residence of Cliff and Mildy Herman who purchased the property from the Vircks Estate on November 26, 1976.

The Methodist Episcopal Church - The Wisconsin Central Railroad Company sold the South 50 feet of Lot 1 and 2 Block 14 (located where the Gary Thomas House now stands) to the Methodist Episcopal Church on April 24, 1882 for \$1.00. The Methodist Episcopal Church had intended to built a church on this site but for one reason or another decided that a different location would be better. The group organized to become a congregation were insufficient in numbers and it was decided to join the "The Salem Evangelical United Methodist Church". It then became the responsibility of the church to Quit Claim their interest in the property back to the railroad. This action occurred on July 1, 1889.

The First Presbyterian Society of the Town of Dorchester - The Wisconsin Central Railroad Company sold Lots 7 and 8 Block 7 (located where the house known as the Mehner House now stands) to the First Presbyterian Society Of The Town Of Dorchester on August 17, 1876 for \$1.00. No other information is available.

Chapter 9

History Of Feed Stores - Flour & Feed Mills

Why would one consider feed stores and mills important to a group of people who lived in a small community more than 100 years ago? A flour/feed mill produced a product and by adding other ingredients; one could obtain a dimension or variations of bread. Bread the most common food product of all time; for it contains enough of everything in which life can be sustained. There are those who say that one cannot live by bread alone. However, with the exception of water, that statement is not true.

Bread can be defined as a baked food product made of flour or meal that is moistened, kneaded into a dough, and often fermented using yeast.

Bread has been a major food since prehistoric times; bread has been made in various forms using a variety of ingredients and methods throughout the world.

Flat, unleavened bread, the earliest form, is still eaten in the Middle East, Asia, and Africa. The principal grains used in such breads are corn, barley, millet, buckwheat, wheat, and rye. Raised bread, common in Europe and the U.S., is usually made of wheat or rye. Both contain the elastic protein substance gluten, which traps gas produced during fermentation, helping the bread to rise. Other ingredients include milk or water, shortening (fats, butter, oils), salt, and sugar. Bread is a source of complex carbohydrates and B vitamins and whole-wheat bread contains more protein, vitamins, minerals, and fiber than white-flour bread.

In the production of refined flour, milling is used to separate the starchy endosperm from the other parts of the kernel. In the production of whole-wheat flour; all parts of the kernel are used. Following milling, the particles of endosperm (called semolina) are ground to flour and often bleached to imitate natural aging. Flour grades are based on the residual amount of brainy particles. When flour is mixed with water to make dough, its protein content is converted to gluten, an elastic substance that forms a continuous network throughout the dough and is capable of retaining gas, thus causing the baked product to expand, or rise.

More of the world's farmland is devoted to wheat than to any other food crop; China is the largest wheat producer. The plant has long, slender leaves, hollow stems in most varieties, and flowers grouped together in spikelets. Of the many varieties known, the most important are *T. aestivum*, used to make bread; *T. durum*, used in making pasta; and *T. compactum* (club wheat), a softer type used for cake, crackers, cookies, pastries, and household flours. Winter wheat (sown in fall) and spring wheat (sown in spring or, where winters are mild) are the two major types. The greatest portion of wheat flour is used for bread making. Small quantities are used in the production of starch, malt, gluten, alcohol, and other products. In some countries, the entire kernel

of wheat is used for the production of bread, including the outside husk. This husk is rough and adds tremendously to the fiber content of the end product and it is for this reason why these countries have very little colon cancer. Inferior and surplus wheats and various milling by-products are used for livestock feeds.

At the end of World War II; when the concentration camps were liberated; most of the inmates were nothing more than skin and bones. Some died as it was too late to save them while others against all odds survived. Later, certain medical personnel decided to interview each and every one of the surviving inmates to see if it could be determined why some survived and others didn't. Testimony was also procured from the survivors about each one of the inmates that didn't survive. Of course, the length of time spent in the camps, age of the inmates, physical condition prior to entering the camps and other parameters quickly sorted the inmates into certain categories. However, there was a number of inmates which didn't seem to fit into any one of the categories already defined. This remaining group of people, all of which survived had close friends in the camp who didn't. Under closer interrogation, it was revealed that each inmate received a piece of bread each day along with a half bowl of watery soup. There were those in the camp who preferred bread over watered down soup and those who preferred the watered down soup over bread. So an exchange would take place with one inmate receiving two servings of bread and the other two servings of watered down soup. Yes, the one who received the two servings of bread was the one that was being interviewed by the liberators.

This chapter deals with the two type mills, flour mills for the bread making and feed mills of which the finished product is mainly used for the animals of the farmland.

Mr. DeMoss's Mill - 1874 to 1888: In the early days of Dorchester there were no mills for the grinding of grain. At that time all the flour and feed was brought in on the train from down the line. An early settler by the name of DeMoss, who resided on Section 10 was the first man to own or operate anything in the line of a grist mill. During the summer of 1874, Mr. DeMoss found two large stones in the woods and after some difficult but determined efforts, he was able to fashion the stones into the proper shape and thus constructed the first grist mill. The term grist mill is defined by Webster as; the product obtained from a grist or batch of grain including the flour or meal and the grain offal (worthless refuse). After obtaining an yoke of oxen to generate the power, he was in business. Now obviously this was a crude but effective means for that day; to produce a flour compound that would be turned into that lovely substance we call bread.

A.F. Schmidt Feed Mill - 1888 to 1892: A.F. Schmidt started to manufacture broom handles and toys in 1888. He also ran a feed mill at that time so states a early newspaper article which talked about the early days of Dorchester.

T.H. Cochane Co. - 1890 to 1913: T.H. Cochane Co. - We pay highest market prices for potatoes, hay and farm produce. F.A. Clark Manager. We sell apples by the barrel and flour by the barrel. Taken from a February 7, 1913 newspaper ad.

The William Wieden Roller Mill - 1892 to 1907: William Wieden and Sons constructed the first large four-story Roller Mill with a capacity of 75 barrels per day. The Roller Mill was constructed on the site where the present Marathon Cheese Plant now stands. It was known as a plane sifter mill which was equipped with five sets of rollers, four for flour and one double feed roller. The Colby Phonograph edition of August 27, 1896 states that the Wm. Wieden Mill of Dorchester is putting in another set of rollers. I assume this was the fifth set as I can find no evidence of a sixth set. By 1902 the mill was processing 30,000 to 40,000 bushels per year. The roller mill was powered by a 50 hp engine which in turn was powered by a 60 hp wood fired boiler.

The Dorchester Roller Mill burned on January 24, 1907. The fire started shortly after midnight and with a northwest wind blowing, it didn't take long for the fire to do its damage. They say that if the wind had been from the northeast, the entire town would of been in danger. The entire inside of the mill was burned out, with only the walls still standing. Insurance on the mill was \$3000 with another \$1000 on the stock in the mill. However, at the time of the fire, there was \$9000 in stock at the mill. A loss like this would greatly hamper the ability to rebuild. The mill was located where the Marathon Cheese Plant now stands and was owned by William Wieden and Son.

Wells & Chase Grist Mill - 1906 to 1913: Wells and Chase had a Flour (Grist) Mill in connection with their store but located across the street on a side spur of track. Frank Chase had to attend a state railroad commission meeting to request that the Wisconsin Central Railroad Company deliver product to the railroad spur since they had refused his request in the past. The commission agreed with Mr. Chase and ordered the railroad company to begin delivering from the spur immediately. Taken from a August 1906 newspaper article. Wells & Chase sold this feed mill to the Dorchester Co-operative in 1913.

Nelson and Bery Lumber Company - 1907 to 1913: In October 1907, the Nelson Bery Lumber Co. received a new feed mill and beginning November 1; they will be able to grind your grain. Looks like everybody was getting into the business, including the saw mill of Nelson and Bery. The Nelson and Bery mill was located north of where Gary and Jayceen Geiger's new house stands.

Bobbe Roller Mill - 1912 to 1919: Foundation for the new Roller Mill has been completed so states a September 1911 newspaper article. Gust Bobbe arrived from Amherst on September 22, 1911 to get ready to manage the mill. In January of 1912, the new Bobbe Mill opened its doors to the public.

Peter Heid & Co. - 1895 to 1900: Peter Heid and Co. sold fresh lime, brick and cement and operated a wholesale flour and feed mill until 1900. John Hollenbach arrived in town the end of September 1900 and he will take over as manager of The Peter Heid Co. The Peter Heid Company was located along the west railroad right-of-way where Front Street borders CTH "A" and where the old Sauter Building is being razed.

Hollenbach's Feed Mill - 1900 to 1913: The Peter Heid & Co. was sold to John Hollenbach who continued operating the business. He also dealt in pulpwood and shipped large quantities of basswood to the Menasha Woodenware Co. which was used to make pails. John Hollenbach sells flour, feed and hay plus lime, brick, cement and seeds. As advertised in a Dorchester Newspaper from March 1908.

Dorchester Flour and Feed Store - 1905 to 1913: The Dorchester Flour and Feed Store was owned by the Sturner Bros. and they would perform custom milling for customers or purchased your grain and then market the finished product to other consumers. They were in the business of selling all kinds of seeds for garden and farm. John Sturner (President of the Company) purchased a building from Frank Chase which he turned into a potato warehouse. Article from August 25, 1911. J.V. Sturner sold his feed mill to Paul Lotzer on August 29, 1913. This feed mill was located adjacent to and south of Hollenbach's Mill.

Lotzer Feed Mill - 1913 to 1923: Paul Lotzer purchased the Dorchester Flour and Feed Store from J.V. Sturner on August 29, 1913. He also purchased the Hollenbach Feed Mill from John Hollenbach in 1913. Paul Lotzer combined the two mills into one very successful business venture and operated it for ten years.

Sauter and Marcotte Feed Mill - 1923 to 1924: Sauter and Marcotte purchased the feed store and mill from Paul Lotzer in March of 1923. Less than a year later in 1924; Sauter and Marcotte became The Sauter Bros. Feed Store and Mill.

Sauter Bros. Feed Store & Mill - 1924 to 1974: Edward and Albert Sauter owned and operated the Sauter Bros, Feed Mill for a number of years before turning the business over to their sons Donald and LaVerne (Boy). Somewhere around the 1950s they also purchased the Auburndale Feed Store and Mill. Operating the two mills at the same time gave them purchasing power and cost benefits. Donald and Boy Sauter took over operation of the mills in the late 1940s and they operated the two mills until it was time for them to retire. This occurred in 1974 at which time; they sold the Dorchester Mill to the Dorchester Co-op Feed Store & Mill.

Sauter Brothers will open their new implement store and farm machinery repair shop next week which will be located at the junction of Front Street and County Trunk "A". This aspect of the business will be an add-on to the feed store and mill. This is the building now being torn down. Taken from a newspaper article from October 1948.

Dorchester Co-op Feed Store & Mill - 1913 to 2006: The Dorchester Co-op has been in business for over 92 years as of this writing. In 1913, they purchased the Wells and Chase General Mercantile Store and the Wells and Chase Grist Mill which was located on the same site that the Co-op Feed Mill occupies today.

Some of the improvements made by the Dorchester Co-op over the years.

1923 - Gas Pumps were installed at the feed store in May.

1927 - The Dorchester Co-op is installing new feed mill equipment and once power is hooked up, it should be ready to go by September 1.

1950 - In August of 1950; The Dorchester Co-op installed scales just north of their store. Also, on the east side of the street between their two buildings; they installed a 500 gallon tank in which they will store molasses. Once the tank had been installed, a building was constructed over and around it, joining the two buildings which had been there originally. The scales were installed where Dr. Crane had his office building for many years.

1956 - The Dorchester Co-op is building a new warehouse building which will be 50 feet by 72 feet where the Conner Building used to be. R.H. Conners had a sheet metal business in the old Fred Gutwasser Warehouse Building which had been purchased by the Beasley Company and had been moved in two pieces to the south end of Front St. a few years earlier. Taken from a newspaper article from September 27, 1956.

1959 - The Dorchester Co-op approved the building of a new feed mill which will be 60 feet by 120 feet. March 19, 1959.

1960 - Construction will begin on the new Co-op Building next week ; July 14, 1960. Building will be 50 feet by 98 feet with a 15 foot by 32 foot wing on the west end to house a drive through unloading space and a 16 foot roofed loading dock on the south end. Grand Opening was held on April 7 and 8 of 1961.

1962 - In September; the Dorchester Co-op agreed to build a new bulk oil station.

1974 - The Co-op (a 50 year competitor of the Sauter Bros. Feed Store and Mill) purchased the business in 1974 and the Co-op continues that operation today.

1997 - The Dorchester Co-op and the Athens Co-op combined forces by merging their two operations into one solid organization. A short time later, the new organization now called "The Heartland Co-op" consumed co-op operations in Neilsville, Granton, Greenwood and a few other places and today, it is the only surviving farm co-op in Clark County.

2001 - The co-op which owned the defunct grocery store building which was located on County Trunk "A" in Dorchester; became the headquarters office building for all of Heartland's operations. The building erected in 1991 and 1992 was a wood frame, steel sided 60 by 100 foot structure and after the Heartland Co-op completed their remodeling project; there would be no question that adequate office space would be available for many years to come.

Chapter 10

The History of Dorchester Fires

Since fires were a major and constant problem in the days leading up to the 20th Century, it was decided they deserved a place in any writings of the past and so to prevent the reader from having to content with pages of laborious readings; these writings will concentrate on fires which affected the business establishment.

There were a lot of fires in early Dorchester. This activity was not an isolated happening which occurred only in Dorchester; it occurred in every settlement during the 19th century. Lets take a look and see why fires were so numerous and of course very destructive. The structures in those days were all erected using wood products, mostly pine as it was easier to saw and there was a lot of it. Tall and sturdy white virgin pine trees would reach 100 feet in the air and be 8 feet around at eye level. Wood shingles covered the roof and all the outside walls were covered with slats or boards. Most of the fires researched revealed a couple of interesting facts; most fires started when small embers left the chimney opening and landed on the roof. These embers would sooner or later be small globs of cresol which retained their heat for long periods of time, thus giving ample time for the heat to cause combustion. Additionally, multiple building fires took place most frequently in March, April and May; which can only be explained by a natural occurrence that takes place at that time of the year. Wind, the one ingredient that would turn an ordinary fire into a tornado of hell and lead to massive destruction.

Now the fact that wood was the ingredient of which structures were built does not unto itself explain the many fires that occurred. Other factors also came into play. One is the drying effect that would occur over a period of time of the wood and materials surrounding the stove pipes that removed the exhaust from the building. It was not uncommon for the material to become soft, brittle and almost explosive to the heat of the exhaust pipe. Dirty chimneys also contributed to the cause of fire as cresol buildup would begin to burn and if the bricks were not properly mortared together; the fire would find a small gap and penetrate the chimney wall. Steve Etten of this community also advised the writer that the cresol buildup, once it caught fire would resemble something like that of a small blowtorch; causing such immense heat that the fire almost surely would find an outlet and thus start a fire outside the chimney chamber. Carelessness was another cause of fire as sometimes people prior to bedtime would overload the stove with an excessive amount of fuel and cause the flames to extend into the vertical portion of the exhaust pipe which became very hot and would ignite the materials around the pipe. Of course by this time the people were in bed and sound asleep, unable to do something until it was too late. Some buildings contained old newspaper and cardboard boxes which were used as wall sheathing. Anything to help keep out the cold winter wind. Just like oil and water,

excessive heat and paper/cardboard doesn't mix. Kerosene was also used to help start fires in the morning and if not used properly, small explosions could occur. Railroads were notorious for starting grass or sawdust fires with sparks flying from the engine stacks. These fires occurred most frequently in the summer and fall months when rainfall was at a minimum. Saw mill operators were negligent in removing sawdust from the property and once a spark landed near the dry sawdust, it was only a matter of time before the entire mill area would be in flames. Most of these fires occurred with night or early morning trains when the mill area was quiet except perhaps for a night watchman. The huge number of sawmills that burned is a historical fact; some of which were rebuilt and destroyed by fire two or three times. For the life of me, I cannot understand why mills did not hire a fire watchman who would be available during and shortly after a train passed by. Cleaning up and removing piles of sawdust would also of been a simple thing to do. I suspect the reason for not taking these actions were due to cost. All of the above were factors in giving fire a chance to cause very serious damage. Serious damage insofar that people would lose everything in an instant. Volunteer fire fighters and their equipment could not expect to put out a fire as there was no way sufficient water quantities could be placed on the fire. It was more designed to prevent buildings on either side of the burning one from catching fire. The only good that came from a burned down building was how the town folk and neighbors would rally around those who just lost everything. Everyone would chip in and help by donating materials and their time to help in reconstructing a new building.

After one particularly large fire, the next week's edition of the newspaper contained this article: While the fire engine is a splendid machine and the water is as wet as water can be; that exact harmony between the machine, water and the male citizen who should work the machine, in order to pump the water is lacking. Consequently the usefulness of the machine and the water are impaired by the utter boyishness of the male citizens aforesaid. It has become the general practice for the male citizens to run to the fire when one occurs and to get in the way of the hose men; to offer superfluous advice; to get excited; to seize the hose and try to pull the pipe men off the ladder; all the time yelling like crazed Indians or else stand around with hands in their pockets and criticize the men who are doing the work. If any evidence was necessary to prove that men are only grown up boys; it could be furnished at any fire. At last Saturday's fire; there were at least 100 men near the burning building and it was impossible to get enough force to man the equipment; while the few cool headed and manly citizens who were willing to do their best to save property, being compelled to work until they were ready to drop. Now, this is an exaggeration of foolishness and the disposition to stand gawking around a fire when manly effort is needed at the other end of the hose; is a disposition that a green boy ought to be ashamed of. This state of affairs cannot be allowed any longer to continue and it will be the imperative duty of our community officers hereafter to strictly enforce the ordinance which was framed to fit such cases and there must not be any favoritism shown.

The fires listed here are those which affected the business district of Dorchester and I also included a small number of fires that impacted surrounding communities.

1878 - Michael Donnelly purchased Lot 9 Block 3 in December 1874 (where Chuck's Rustic Inn now stands) and in 1878 erected a large boarding house and saloon. It was called the Donnelly House and he operated this business until March of 1882 when it was sold to August and Mary Grimmer for \$1800. On June 30, 1878, a fire almost destroyed the Donnelly House but 50 volunteers who fought the fire with gusto were able to save the building except for the roof. In the spring of 1886, a fire destroyed the Donnelly House. John Koerner later that year constructed "The Star Hotel" so Dorchester once again had three boarding houses.

1883 - On December 30, the mill boarding house of O.D. Van Dusen & Co. of Dorchester (located east of where the Dorchester Memorial stands) was entirely destroyed by fire and on Wednesday Jan. 8, 1884; the loss was adjusted and paid. The policy was written by the Insurance Company of North America with E.H. Winchester, agent. It only took 10 days to settle the claim. Looks like pretty quick work doesn't it? Sure does!

1885 - The fire at Medford. Just so you don't think that Dorchester was the only community where fires took place; here is an article taken from the Medford Paper of June 6, 1885. It states; AFTER THE FIRE - The fact that a portion of our village was laid waste by fire last week is already known to the world and it only remains now to gather up the loose ends and make an estimate of losses before burying the past and starting out to rebuild the town. There were twenty seven buildings burned, exclusive of barns, ice houses, etc. and lumber of which the losses will aggregate fully \$125,000 while the insurance will not reach half that amount. About half of Front Street was swept clean by the fire and everything from the railroad track to the river was entirely consumed. The figures given are of course only estimates but in almost every case they were gathered from the parties themselves after the excitement of the fire had subsided. This article was about the Village of Medford.

The Fire Of 1886 as described by the Colby Photograph of April 5, 1886

1886 - The second largest fire ever recorded in the history of Dorchester took place on March 29, 1886. It was also the first major fire experienced by the people of the still quite new community of Dorchester. It was a Tuesday night and the fire broke out in the store of the Schafer's Bros. (located where the Dorchester Co-op Building stood) right about midnight. Before the flames were discovered, the whole building was ablaze. The family only saved themselves by jumping out of the back chamber window. They saved nothing of their furniture or stock. To show the massiveness of this fire; each of the buildings that burned will receive attention. In all ten structures were burned to the ground on this fateful night in March of 1886.

1. The Schafer Building (located on the lot where the Dorchester Co-op Building stood) as mentioned contained a general mercantile on the south end of the building and a saloon at the north end. The building was owned by Peter Schafer and his two sons, John and William operated businesses within the building. William ran the general mercantile and John the saloon. Wm. Schafer, value of furniture was \$800; insurance was \$375 so loss was \$425. John Schafer, value of furniture was \$550; insurance was \$215 so loss was \$335. Peter Schafer, value of building was \$1500; insurance was \$800 and so the loss was \$700.

Two months later; in the May 27, 1886 Colby Photograph, it states; John Schafer opened his saloon on Saturday May 22 and the store will soon be ready to occupy. So one can see, a month for the insurance companies to do their thing and another month to get a building back up and stocked with product to sell.

The July 22 1886 edition states the new Schafer Building which is a double building with a frontage of 42 feet. The main building is 42 x 60 feet with 20 foot posts and battlement front. The store is 24 feet by 40 feet with rooms at the rear end that will be used for living quarters. The counters, shelving and cornice are handsomely finished and the store is very conveniently arranged. William Schafer here displays a well selected stock of general merchandise. The upper story is now occupied by a barber shop and jewelry store. The addition on the north side of the main building is 18 by 40 feet with 16 foot posts and battlement front. Here John Schafer presides and deals out liquid refreshments to all wishing the same. John has as handsome a saloon as can be found anywhere on the line.

2. To the south of the Schafer Building was the General Mercantile Store and living quarters of Jacob Heim (located where Virck's Barbershop stood). The value of the furniture was \$200; no insurance so the loss was \$200. Value of stock was \$1500; insurance was \$800 and loss was \$700.

3. Continuing to the south was the Saloon and dwelling of Theodore Lorig (located on the lot adjacent and to the south of Virck's Barber Shop) and they were able to save very little. Value of furniture was \$1000; insurance was \$300 so loss was \$700. Value of stock in saloon was \$875; insurance was \$400 so loss was \$475. Value of fixtures in saloon was \$750; insurance was \$300 so loss was \$450. Value of Buildings was \$3800; insurance was \$1500 so loss was \$2300.

Theodore and Katy Lorig sold Lot 7 and the North One Half of Lot 8 to Martin Kleffmann on May 10, 1886 for \$1000.

The July 22, 1886 edition of the Colby Photograph states the editor was in town to take a look around and he comments on the new Martin Kleffman Building. He says it is 24x 44 feet with 20 foot posts and a two thirds battlement front and finished up in fine

style. The lower floor is fitted up for a saloon with elegant bar, sideboard and fixtures. The upper portion is used for the family residence which is reached by an inside stairway from both front and back and very conveniently arranged.

4. The Fred Gutwasser Hardware Store and Tin Shop burned to the ground (located where the old hardware store still stands). Much of the contents were able to be saved. Value of hardware stock was \$750; insurance was \$550 and so loss was \$200. Value of the store was \$450; insurance was \$300 so loss was \$150.

In the May 27, 1886 edition of the Colby Photograph; it states that Fred Gutwasser, the hardware man, has begun his new store and he will complete it as rapidly as possible.

The July 22, 1886 edition of the Colby Photograph states Fred Gutwasser is rapidly completing his building which is 26 x 60 feet with 20 foot posts and an addition at the rear which is 18 feet by 26 feet. The main store will be 26 x 40 feet fitted with counters, drawers and shelving suitable and convenient for a hardware store. The rear portion and addition will be used as living quarters and the upper story will be used as a storeroom and tin shop. This building is finished with hardwood flooring and trimmings as are all the other new buildings. The editor goes on to say that Dorchester now has as fine if not finer buildings than any village on the line and would present an excellent appearance to passing trains; if the right-of-way on the west side of the track was cleared of lumber, ties and rubbish. As it is now when persons pass through there on the train; they have the impression they are passing through a large and partially unused lumber yard. If the citizens of Dorchester would take hold of this matter they might have as handsome a town as the line affords.

5. John Koerner's Saloon (located on the lot south of the old hardware store) burned to the ground but much of the interior stock was saved. S. Mais, value of furniture was \$40; no insurance so the loss was \$40. Value of saloon was \$1500; insurance was \$800 so loss was \$700. Value of stock was \$300; insurance was \$171 so loss was \$129.

The July 22, 1886 edition of the Colby Photograph states that John Koerner is working on his building but it is not yet finished. Upon completion of the building; he sold the property (lot 5 Block 4) to Peter Schafer on December 20, 1886 for \$600. Peter Schafer then sold Lots 5 and Lot 6 and the North 2 feet of Lot 7 to J.H. Spengler and John Schafer via a Land Contract on October 25, 1895.

6. August Grimmer's Donnelly House burned to the ground (located where Chuck's Rustic Inn now stands). This was a large hotel containing 15 rooms and was the envy of the area. Henry Grimmer, value of hotel was \$2500; insurance was \$1500 and so the loss was \$1000.

The July 22, 1886 edition of the Colby Photograph states that the editor visited Dorchester and noticed that where the Grimmer Hotel had been; he notes that as of this writing nothing has yet been done.

7. Thomas Locke's Meat Market was destroyed but much of the furniture and equipment was saved (located where the old Dorchester State Bank stood and is now the home of Ludwig Builders). Thomas Locke loss was \$85; insurance was \$85, no loss.

8. The General Mercantile Store and the house of Henry LaBossier was lost but some of his stock was saved (located where Cheryl Baehler's Beauty Salon and the old Post Office now stands). The value of the house was \$1,200; insurance was \$900 and the loss was \$300. Value of the store was \$1,100; insurance was \$300 and the loss was \$800. Value of stock burned was \$4000; insurance was \$3000 and the loss was \$1000. Damage to furniture was \$60.

In the June 10, 1886 edition of the Colby Photograph; it states that the opening of Henry LaBossier's new hall at Dorchester took place last Wednesday evening and it was a grand affair and a success in every instance. The hall was decorated with flags and evergreens. The dance was largely attended and enjoyed by all; the supper served at the Central House would have done credit to Delmonicos. The music was furnished by the Colby Cornet and String bands and the boys played their best. The hall is one of the best on the line for all purposes with an excellent stage.

The July 22, 1886 edition of the paper states; that the editor of the Colby Photograph visited Dorchester for a look around. He looked and was agreeably surprised at the manner in which the businessmen had recovered from the recent fire. Everything had been swept clean between the central House and Homsted's Drug Store. In this space now stands first; north of the Central House, the new store of Henry LaBossier. It is 26 by 80 feet with 22 foot posts and built with a battlement front. The ground floor is divided into two parts; with the main store being a handsome, well lighted room of dimensions 26 x 60 feet. Eleven feet between floor and ceiling with counters, shelving and cornice all as nicely finished as in any store in the northwest. In the southwest corner of this room; the post office is neatly and conveniently arranged. At the rear of this room is a store room 20 x 26 feet. The upper portion of the building is a fine opera hall. It is available for general purposes and is the full length of the building. The ceiling is thirteen feet high, arched at each side and at the rear end of the hall is a fine stage 12 x 26 feet and about 2 ½ feet high. The entrance is from an outside stairway on the north side and at the top of which are large double doors opening out. The whole building is a model of neatness and excellent workmanship and it is a honor not only to the owner but to the builder our former townsman; G.W. Holeyton.

A desperate fight was raged by the citizens of the community at this point and their efforts paid off when The Central House was saved (where Pinter's Packing Plant now

stands) thus stopping the fire in its tracks. The Central House sustained some damage to the building; it states in the Colby paper damages were in the amount of \$26.50. It did not seem possible to save the Central House so all the valuable contents were removed. At one point during the raging fire, it did not seem possible to save even one building on Front Street and had the fire not been stopped before it reached the O.D. Van Dusen Building (where Fuzzy's Bar now stands); the whole yard and mill, Ed Winchester's Office and the Miltimore Brothers Store would surely of burned. As it was, Miltimore Brothers Store (located north of the American Legion Hall), Kinsell's Barn and the Catholic Church (located on the lot south of the Maurina Funeral Home) did catch fire but each of those fires were extinguished. It will not be known for 30 days how many dollars have been lost and what the amounts of the insurance will be. The insurance amounts when found will be posted to each of the burned buildings.

The fire of 1886 as described by the Medford Paper dated April 3, 1886

1886 - To give another perspective; I include as well the writeup from the edition of the Medford Paper dated April 3, 1886. Dorchester Fire - The Village of Dorchester was visited by fire last Monday night and the principle business block of the town was wiped out with the exception of three buildings. The fire originated in the building used by Schafer Bros. (General Store and dwelling) and spread in both directions until nine business houses and one dwelling were consumed. Fortunately, there was but very little wind at the time and the citizens were able, by almost superhuman efforts, to set a limit to the destruction. Had the flames succeeded in jumping the street, the extensive lumber yard of O. D. VanDusen & Co would have been entirely consumed. The losses in many cases are very heavy and in no case will the insurance cover more than two thirds of the loss. The origin of the fire is unknown. An effort on our part to induce parties to advance a theory was a flat failure as they refused to talk on the subject. We have made no effort to estimate the losses in detail but feel safe in placing the total loss at fully \$30,000.

1. Henry LaBossier was probably the heaviest loser by the fire as his two story frame store building and two story frame dwelling were consumed (located where Cheryl Baehler's Beauty Saloon and the old Post Office now stand); together with a large stock of general merchandise, furniture and farming implements. Mr. LaBossier is the village postmaster and succeeded in saving the mail matter and outfit of the office. He carried an insurance in E.H. Winchester agency of \$3,700.

2. August Grimmer lost his large two story frame hotel known as the Grimmer House (Where Chuck's Rustic Inn now stands) and a greater part of the furniture. Insured with \$1,500 with E.H. Winchester.

3. Peter Schafer lost a two story frame store building occupied by his sons. Insured in Gus. Ruhmer's agency for \$1000. Schafer Bros. lost stock of general merchandise

insured by Ruhmer for \$2,500. William Schafer's furniture was insured by Ruhmer for \$400. John Schafer's furniture was insured by Winchester for \$250. The Schafers lived in the second story and made their exit from the building through the windows.

4. Ted Lorig lost his two story saloon and dwelling; insurance \$2000 in Winchester's agency. The building was also occupied by Jacob Heim; insured by Ruhmer for \$500. Jacob Heim lost stock of merchandise and furniture; insured by Winchester for \$800.

5. John Koerner lost a two story frame building and saloon fixtures and stock which was insured for \$1000 by Ruhmer.

6. Joe Mattalka lost a two story frame building used as a tin shop and dwelling. No Ins.

7. Theodore Locke lost a one story meat market; insured for \$100 with Winchester.

8. Fred Gutwasser lost a one story hardware with stock; insured for \$1,600 in Winchester's agency and for \$1,300 in Ruhmer's agency.

The Central House (where Pinter's Packing Plant now stands - at the corner of 1st Ave. West and Front St.) marks the fire limit on the south and August Homsted's Drug Store forms the north boundary. Both buildings were only saved by the hardest kind of work. In some cases, furniture and goods were saved but the damage was extensive even on the rescued goods. It appears in the last statement, a clue has been provided that August Homsted had a drugstore on the north end of town and the building he was in did not burn but everything to the south of the drugstore did. It is not known at this time which building he was renting at the time. What is known is that he purchased the lot south of Fuzzy's Tavern on December 22, 1887 for \$200 from O.D. VanDusen. However, if my calculations are correct; he occupied a building located where the building known as the Weix Building now stands. That indicates every building on the block burned in this 1886 fire except one on the corner by Pinter's Plant and the two at the north end of Front St. where the Weix Building and the Block Hotel now stand.

1886 - According to the Centennial Book; Mrs. August Homsted reported in 1918 (30 years after the 1888 fire) that a very destructive fire visited the town and burned all the places of business except one store and a building which stood at the corner of Front Street and County trunk Highway "A" (Where the Block Hotel now stands). She doesn't mention which buildings burned but her comments indicate multiple structures were involved. It is now known that Mrs. Homsted was referring to the 1886 fire so will retain this information here for future reference.

1887 - On July 25; A telegraph message was received at the Medford Depot from Dorchester announcing that "The O.D. Van Dusens & Co's. Saw Mill was in flames and requesting that the Medford Fire Department come to the rescue. The request was

granted; the engine and hose cart were taken down on a special train sent up from Abbotsford for that purpose. The mill was totally destroyed before the arrival of the engine and the flames were making slow but sure headway along a double slab pile to the lumber yard. In addition to the saw mill being destroyed; the planing mill, shingle and molding sheds, piles of lumber that were pulled near the mill, a boxcar and rollways of logs were also consumed by the fire. The engine was immediately set and two streams of water were thrown on the fire. The fight against the flames commenced at shortly after 2:00 P.M. Saturday and was continued until 11:00 A.M. Sunday when water proved the victor and the little engine was given a rest. At times the fight was a fierce one as the heat and smoke of the burning slabs, logs and small piles of lumber near the mill made it impossible for the pipemen to remain in their places for any considerable length of time. The breathing spells were so short that the hose men were all very nearly done up before supper. Later the heat was materially reduced and their work was comparatively easy. The citizens of Dorchester took hold with a will at the pump and at no time was a stream needed that was not forthcoming. It was the general verdict that the Medford Engine saved the lumber yard with its millions of feet of lumber and as a natural consequence a repetition of the Marshfield disaster; although on a smaller scale, was averted. No power could of saved the town if the lumber yard had burned. Mr. Van Dusen's loss on mill, lumber and shingles will probably reach \$10,000 or \$12,000 upon which he carried insurance of \$6500. The fire caught hold in the engine room during the dinner hour and before a force of men could be gathered to fight it; the entire mill was in flames. To the citizens, who voted against having a fire engine last fall; we would ask what would be left of our village had not the Medford engine come to the rescue.

1887 - This fire occurred in Marshfield and was reported as follows: The worst fire in Marshfield history occurred on June 27, 1887 when sparks from a passing railroad engine landed and sparked a blaze in the Upham Mill and Lumberyard. About 17 million board feet of lumber was next to the tracks. The fire began around noon and (fueled by strong westerly winds) and weeks without rain; the fire quickly spread from the lumberyard to the sawmill. Gaining strength and heat, its next target was the old millpond which was filled to capacity with logs. These huge logs dried by the terrific heat of the firestorm, caught fire themselves and turned the entire pond into a floating mass of flame so wrote Geraldine A. Smith who witnessed the event. The flour mill caught fire and ignited 10,000 bushels of wheat inside its elevator. Officials attempted to dynamite store buildings at the southern end of South Central Avenue in order to block the fire. However, attempts to stop the fire failed. Even though neighborhood fire departments helped; between noon and 5:00 P.M. citizens watched the business district and many homes burn to the ground. The fire burnt the entire downtown area to the ground. The following day, Mayor William Upham declared the city would be rebuilt at the exact spot. Had he not declared the intent to rebuild; Marshfield might never have developed as a full city. Marshfield might well have become a railroad service center whose fortunes ebbed with those of the various roads

running through town. As it turns out Mayor William Upham was quite the man with many accomplishments during his long life. To mention a few; he fought in the civil war as a member of the 2nd Wisconsin Infantry (part of the famed Iron Brigade), was wounded and captured by the Confederates at the battle of Bull Run. After 7 months in a southern prison camp; he was released. He journeyed to Washington D.C. and met President Abraham Lincoln; who rewarded Upham by sending him to West Point. After graduation, he served at Fort Monroe, Virginia where he played chess with Confederate President Jefferson Davis following his capture by the Union Army. He served two terms as Governor of Wisconsin; was officially recognized as one of the founding fathers of Marshfield; became the principle employer, developer and booster of the City of Marshfield. His son Bill Jr. who is still alive at the time of this writing; was born when the senior Upham was 75 years old. Yes indeed; quite the man! He died in 1924 at the age of 83.

1890 - The large and first Hotel in Dorchester called "The Central House" was destroyed by fire in 1890. It was built by Sullivan Hugoboom in 1875 and was a large hotel for its time. Two stories tall with 12 rooms upstairs with a large restaurant downstairs and living quarters at the rear of the first story. It was located where Pinter's Packing Plant now stands on the corner of Front Street and 1st Avenue West.

1891 - The first commercial building erected in Dorchester fell victim to a fire as well. Daniel Miltimore had constructed the General Mercantile in 1874; then selling it to his sons Bradbury and John. This building like most of them constructed in the early days had two stories with the second story containing living quarters for the family of the proprietor. At the time of the fire the business was simple called ""Miltimore Bros." and was located just north of where the American Legion Building stands. After the fire, a bigger and better building was erected on the lot just south from where the original building had been constructed (where American Legion Building now stands).

1894 - The Medford Paper of December 8, 1894 states the following: Lost By Fire - During the early summer it was announced in these columns that the business men and farmers in and around Dorchester had succeeded in inducing the Plenkharp Barrel Manufacturing Company of Ohio to locate in the village. The company would use large amounts of logs and bolts to be bought from farmers. Two weeks ago, just as the company was about to take possession of the property that was donated (an old saw mill) fire destroyed the mill. The mill that was destroyed by fire was the Kuentz Mill which had been discontinued the year before.

1894 - The fire in Phillips. An August 1894 fire in Phillips was so devastating; it is a wonder that the people had the courage to stay and rebuild. I include that story here to provide inspiration to those who may feel compelled to give up after a personal or material loss. Any attempt to give a detail of the loss incident to the Phillips fire would be a failure as there are so many losers and many of them cannot more than

roughly estimate their own losses. As noted in these columns last week; the fire first came into the city from the north but there appears to have been other fires that swept down upon the unfortunate little city. Within a short time after the north end (Beebetown) was aflame; the flames seemed to sweep in from all directions and the entire town was wiped out with the exception of 37 houses. The large tannery built last year by Mr. Fayette Shaw was the first to go; followed by the mills, lumber yards, box factory and other buildings of the John R. Davis Lumber Company. Then followed the court house, town hall, opera hall, all the churches and the fine business blocks along the business street including the Giles House (the finest hotel between Ashland and Stevens Point). Everything in fact burned; everything except a few houses in the southern end of town. Mr. Fayette Shaw, the owner of the Phillips tannery was forced to swim across the river to escape the flames; a feat he accomplished notwithstanding his 65 years. Mr. and Mrs. C.S. Webster, lost their home and personal effects, except for the clothing they were wearing at the time. Mr. Webster's Furniture Store with its contents were also destroyed in the fire. They will not rebuild in Phillips but will move to Florida for their remaining days. Andrew Finberg working as a mill wright at Phillips saved his tools by throwing his tool chest into the lake. He says he is grateful to still have the tools of his trade. E.H. Winchester a former Dorchester citizen who recently moved to Phillips had just completed and moved into a new residence. House and furniture were burned. Mrs. Winchester packed her silver in a trunk but the trunk burned in the hallway of the house before it could be safely removed from the premises. The family is now in Medford and Mrs. Winchester is supervising a sewing force that will fit out the family with new wearing apparel. Of course, the State Bank, of which Mr. Winchester is cashier was burned to the ground. However, the vaults have since been opened and the contents were found to be in good shape. Fred Schwoch, (Ted Schwoch's uncle) not only lost his worldly goods but he was severely burned about the face and hands and he is now incapacitated for work. He and his family are destitute. G.L. Shattuck, escaped better than others because he lives in Medford and had little in Phillips to lose. H.L. Drake, formerly of this city was another sufferer but the extent of his loss is not known. Joseph Liberty also belongs to the list and we learn that he also lost his household goods. Since that fatal day, the people who stayed on the ground have been living in tents and shelters built of boughs and have been fed on provisions shipped in by relief committees. Medford and Dorchester were the first on the ground with relief; just as Medford was the first to respond to the call for help that came from Hurley last winter. On Saturday last, all the goods that could be packed into the express car were forwarded to the sufferers from these two towns. Dorchester sent 900 pounds of flour, 4 large sacks of potatoes, 2 tubs of butter, 1 box ham and 3 boxes of groceries. Medford's contribution consisted of 6 barrels of flour, 2 barrels of bread, 1 barrel of crackers, 5 boxes crackers, 1 box ginger snaps, 170 pounds of sausage, 25 pounds of coffee, 100 pounds sugar, 2 boxes groceries and 1 large box of cooked provisions. Later another collection was made and the following necessary articles were forwarded: Tinware \$7.87, meat \$10.00, bread \$10.55, 2 barrels of flour, 2 hams, 12 loaves of bread, 28 pair blankets and quilts, 50 pair of blankets

and ten tents that were loaned. Besides the above, Mr. R. Michaelis handed Mr. Shaw a check for \$20.00 for the relief fund. Relief has been forwarded very liberally by other towns in Wisconsin and Governor Peck visited the scene in person to see what was necessary to be done. Of course Phillips will be rebuilt but it will take years before the fair city by the lake will recover from this disaster. After the Phillips fire, James Bursell and wife of Dorchester were called to the city to identify the bodies of their daughter Eva, son-in-law James Locke, and the five children; Hattie 7, Ruth 6, Myra 4, Thomas 1 ½, and James 6 weeks old. Mr. and Mrs. Locke were each 27 years old. The entire family was drowned in Elk River while trying to escape from the terrible flames of the Phillips fire; their home and everything being burned to ashes.

1894 - Fire in Vesper. An August 1894 Fire in Vesper reads like this; The little village of Vesper in Wood County located between Marshfield and Centralis was wiped out by fire Tuesday evening. The saw mill, planing mill, 9 million board feet of lumber belonging to Sherry & Cameron and about twenty dwelling houses were destroyed. Sup't. Hopkins of the railroad informed the writer Tuesday evening that he attempted to reach Vesper with an engine from Marshfield but when within a mile of the village; the heat was so intense and the smoke so thick that he could go no further. The loss is about \$200,000. They are said to be well insured.

1895 - In the newspaper article which described the big fire of 1923, the following excerpt was noted; the most serious fire since 1895 occurred in the village yesterday when 15 buildings were burned. I mention it here only as a reminder that additional research is required, perhaps from other community newspapers as Dorchester had none at that time.

The Fire Of 1895 as described by the Medford Paper of April 13, 1895

1895 - The April 13 edition of the Medford Paper states; Big Blaze At Dorchester - Last Thursday morning at about four o'clock, fire started in Martin Kleffman's place at Dorchester and in a few hours almost the entire business portion of the little village was a mass of flames. The following places were destroyed; Iver's Saloon, Kleffmann's Meat Market and Barn, Schafer's Large Store - Hotel and Saloon, The Post Office and Barber Shop Building, Gutwasser's Hardware Store, Oberbillig.s saloon and John Burger's Saloon all on Front Street. The barns in the rear of many of the places were also destroyed. E.L. Swarthout's Residence on 2nd Street (Lot 2 Block 1 - Where Bill Soberg's House now stands) was also destroyed by the blaze. The value of the buildings burned are roughly estimated at \$30,000. One of the few business places remaining is Henry LaBossier's Store located south of Hayen's Saloon Building. Dorchester has been visited by disastrous fires before and new and substantial buildings have always taken the place of the ones burned and it is fair to predict that the same will be done again.

1895 - The Colby Photograph reported in their April 11, 1895 edition that; Just as we are going to press, news reaches us that fire visited Dorchester this morning (April 10, 1895) and wiped out all the business places north of LaBossier's Store (located where Chery Baehler's Beauty Salon now stands); nine in number. It is impossible to get particulars in time for this issue. Unfortunately, there is not sufficient detail in the April 18 issue of the paper to fully understand all of the buildings that did burn. There are some references and so I will use those until further information is obtained. One thing is for certain; most of the buildings that burned were located on the same lots where the buildings were destroyed in 1886.

The Fire Of 1895 as described by the Colby Photograph of April 18, 1895

The April 18, 1895 edition of the Colby Photograph stated that some of the fellows who were fighting the fire got swept up in the excitement and one of them carried out the stove from one of the burning buildings, carried it down the block and put it in the middle of the road before realizing what he had done. Another threw a lamp out of a second story window.

1. Mr. John Ivers had a saloon on the north one half of lot 8 Block 4 (located on the lot south of the barber shop). The building was owned by Martin Kleffmann so he lost three buildings in this fire.

After the fire, John opened a saloon in Charles Fessler's old place on Main (1st Avenue West Street) located where Ken Mohan's Residence now stands). Taken from the April 18, 1895 Colby paper.

One of the May issues of the Colby paper points out that John Ivers had his bowling alley put in good condition. One thing I have been able to surmise is that it did not take a lot of effort to get a bowling alley installed and operational.

2. Kleffmann's Meat market and Barn was destroyed in the fire and was located on the south one half of Lot 7 Block 4 (located where Foxy had his funeral parlor).

3. The Schafer Brothers (William and John) who lost their building in the 1886 fire now lost it again as it burned to the ground (located where the Dorchester Co-op Building stood). William had the General Mercantile Store located at the south end of the building and John had the saloon located at the north end of the building. The post office was located in the general mercantile store as Peter Schafer was the postmaster at the time and it was customary to have the post office located in a building owned by him. The post office was moved to August Homsted's Drugstore until other arrangements could be made.

The April 18, 1895 edition of the newspaper states that John Schafer has rented the old Jensen Mercantile Building for his saloon (located east of the railroad tracks where the old Cheese Factory now stands) where he will be pleased to wait on his friends.

The April 18, 1895 edition also stipulated that William Schafer erected a temporary building for his General Mercantile Store. It is not known if a wood structure was temporarily put in place or if a tent like structure was hastily installed in some way. I have a feeling the walls were wood but the roof was perhaps a canvas like material.

4. Peter Schafer's Hotel is described in the April 13, 1895 edition of the Medford Paper and was located on the lot south of where the old hardware store now stands. This structure was relatively new being built after the 1886 fire.

The Peter Schafer Building has been reconstructed and a new roof has been put on. The building is a one story with hard fired brick veneer siding, a galvanized iron cornice and a steel roof. Taken from the Colby paper of May 23, 1895. This was only 6 weeks after the fire.

5. The post office had been located in the Schafer Store Building (located where the Dorchester Co-op Building stood).

The April 25, 1895 edition states that the post office which since the fire has been located in the August Homsted Drug Store has been moved to the new building erected for that purpose (located just north of the Dorchester Co-op Building). Conrad Frank is making the fixtures for the office. It is hard to imagine that a building could be completed in two weeks time until one looks at what kind of building we are talking about. A small hurriedly thrown together structure big enough for a couple of people could in fact be put together in that time frame. It was important for the postmaster to have the office in a building he owned as rent was paid for the space. Since very little space was consumed by a post office, it was like getting free money.

6. The Barber Shop was burned to the ground as well and this was located on the lot just to the south of the where the old Dorchester Co-op Bldg stood. Martin Kleffmann owned the building and which is described as the North One Half of Lot 7 Block 4.

7. The Fred Gutwasser Hardware Store (located on the lot where the old hardware store stands today) was lost to fire again just as in 1886. Wasting no time, Fred opened up a hardware store in the Fitzlaff Building (located east of Dr. Foley's Office Building) on Main (1st avenue west) Street. He will rebuild his place on Front Street in the near future. Taken from the Colby paper edition of May 16, 1895.

The May 30, 1895 edition of the Colby paper states that the carpenters are putting a new roof on the Gutwasser Building while the Schafer building is already under roof.

8. The Mathias Oberbillig Saloon was destroyed in the fire (located where the Schreiber Meat Market stands). The building was owned by Andrew Lieders (South 34 feet of Lot 2) and after the fire he sold the lot to John Burger for \$250. John temporarily installed a makeshift saloon until a permanent structure could be erected. The Colby paper of June, 1895 states John Burger will open his new saloon on Saturday.

9. Henry Hagen's Building was scorched by the fire states the April 18, 1895 edition of the Colby paper (where Weix Building now stands).

10. John Koerner is again in the saloon business as he is now located at the corner of Front St. and Main St. (1st Avenue West). Taken from the April 18, 1895 Colby paper. The Colby paper of June, 1895; says John is having a well dug at the rear of the saloon.

1896 - As stated in the Colby Newspaper of February 28; the second disastrous fire of the past year occurred Thursday. It was about three in the morning when the cry - Fire! Fire! Awoke our inhabitants from their slumbers and upon investigation; it was found that Sorenson Bros. Meat Market on Front Street was ablaze. The building burning stood in close proximity to Homsted's Drug Store and Miltimore Bros. General Store and it is only owing to the fact that not the least bit of a wind was blowing. It is for that reason, that the greater part of our village is not now a mass of ruins for had the fire spread to the adjoining buildings; it would of been impossible to save any of the buildings in Block 3. Sorenson Bros. loss is about \$1200 with an insurance of only \$500 on the building, stock and fixtures. The destroyed building was the one formerly occupied as the Dorchester Bank by Ed Winchester and it seems rather peculiar that Ed should just happen to be present to see his former property go up in flames. Sorenson Bros. say they will rebuilt immediately. We wonder if our inhabitants will now realize that a fire apparatus is of the greatest necessity for our village.

1897 - Once again; the Centennial Book discusses a second major fire which occurred before the turn of the century in 1897. However, research has shown this to be the 1895 fire. I leave this notation here in case anyone would question the 1897 fire.

1897 - A fire started in St. Louis Church during the early morning of the first days of spring; not long after a fire was built in the stove to make the church warm for mass which would take place a few hours later. It is believed the stove pipe became too hot and ignited materials around the stove. Smoke was viewed by a passerby and with some quick thinking was able to distinguish the blaze before it got too good a head start. However, the papers and letters detailing the early days of the church along with baptism and confirmation records were included in the records that were destroyed. The log church was dismantled in early 1899 and the salvaged materials were used elsewhere. A new brick church would replace the log church originally erected in 1876.

1903 - William Weiden's oil house north of the Roller Mill succumbed to fire on May 9.

1907 - The Dorchester Roller Mill burned on January 24. The fire started shortly after midnight and with a northwest wind blowing, it didn't take long for the fire to do its damage. They say that if the wind had been from the northeast, the entire town would of been in danger. The entire inside of the mill was burned out, with only the walls still standing. Insurance on the mill was \$3000 with another \$1000 on the stock in the mill. However, at the time of the fire, there was \$9000 in stock at the mill. A loss like this would greatly hamper the ability to rebuild. The mill was located where the Marathon Cheese Plant now stands and was owned by William Wieden and Son. This huge structure was equipped with five sets of rollers (four for flour and one double feed roller). The mill was doing 30,000 to 40,000 bushels a year and had capacity for even more than that. A 50 hp engine was driven by a 60 hp boiler.

1907 - Conrad Kramer's Livery Stable burned down on April 4. Two horses were also burned alive as the fire grabbed hold very quickly. The livery stable was located on the lot west of where Pat Bock now lives and which is described as the East One Half of Lots 18 - 19 and 20 of Block 13.

1907 - The Dorchester Creamery Building was destroyed by fire on August 22, 1907. Time recorded by the volunteer firemen was 11:35 A.M. The building was located on Lot 10 Block 3 where Jeff and Renee Staab now have their driveway. John Buehrens would purchase this property a few years later and construct a building which would serve as his tin shop. Due only to tremendous almost heroic efforts by those who came to help fight the fire, some of the machinery was able to be saved. Mr. Wiggins (manager of the plant) stated the next day that the plant would not be rebuilt. Owners of the plant were Frank Chase and Burt wells. They had opened the plant on May 1, 1906 so the plant was only open for 15 months before the fire closed it for good.

1911 - A newspaper article said that Charles Fessler's shop burned down on March 12; but that George Koehn's Shop next door was saved. This was the General Mercantile Store called "The Milwaukee Store" where Groceries and Dry Goods were sold and which was operated by Sophie Fessler. It was located where Larry and Marge Oehlers lived for many years and today is the residence of Ken Mohan.

1913 - Fire Brings Death To Charles Fessler: Last Monday morning January 13, about one o'clock in the morning, fire was discovered in the upstairs of the building occupied by Charles Fessler's Shoe Store and residence. The first ones to notice the fire were Fred Martens and Andrew Leiders who with several others were returning from a party. Mr. Fessler was also present at the party but had left for his home about an hour before. Efforts were at once made to arouse Mr. Fessler but as no answer was received, the fire alarm was given and the building was broken into by Mr. Leiders who found the building completely filled with smoke. Lighting a lamp Mr. Leiders made his

way to the top of the stairs where he found Mr. Fessler's body lying. The body was held at the top of the stairs by a trap door which it appears had fallen on Mr. Fessler when he tried to get downstairs and as is supposed he was so far overcome by the smoke and fire that he did not have the strength to release himself and died there. Mr. Leiders lifted the trap door and pulled the body part way down the stairs but had to leave it as he could not stand the smoke any longer. Attempts were made to reach the body again but the smoke was too dense. On account of the cold, some trouble was had in starting the fire engine and it appeared doubtful the building could be saved so the doors were broken open and the stock carried to a safe place. As soon as the doors were opened, the smoke lifted and the body was then taken out. By this time, the fire had gained a good headway and it was only by the hardest work that it was got under control. Credit is due to a few of our citizens for doing more than their share in extinguishing the fire. Hadn't it been for the risks taken and the hard work done a considerable portion of our village would no doubt have been destroyed. The origin of the fire is not certain but is thought to have started from an oil stove which Mr. Fessler kept burning at the side of his bed at night. As Mr. Fessler was badly burned about the head and hands it is generally thought that he was so far overcome by the fire and smoke before he awoke that he got to the trap door; he lost consciousness and could not help himself no more. Fessler's Shoe Store was located to the east of Dr. Foley's Office but west of the alley way.

Charles A. Fessler's Obituary Follows: C.A. Fessler was born at Sheboygan on May 23, 1852 and was 60 years, 7 months and 20 days old at the time of his death. He lived at Sheboygan for 30 years and then moved here where he has since resided. Mr. Fessler was one of the few who are left of the earliest settlers in Dorchester and the news of his death was a painful shock to the entire community. He was a man who had many friends and few enemies and was one of those who lend a helping hand whenever he could. He leaves to mourn his death three brothers; Anton, and Henry of Sheboygan and William of Arizona. One sister, Mrs. Frances Schmidt of Lindherst, three sons, George and Frank of Abbotsford and William of Jacobson, Minnesota. Four daughters, Mrs. Mary Poole of Schiocton, Mrs. H. Miller of Minneapolis, Mrs. W.B. James of Eveleth of Minnesota and Mrs. Wm. Knopp of International Falls, Minnesota. The funeral was held from the Evabgelical Peace Church on Thursday afternoon with the Rev. A. Janke preaching the funeral sermon. The attendance at the funeral was one of the largest in the history of our village.

Two Weeks later in the February 7, 1913 edition of the Dorchester paper was this ad:
Fire - Smoke - Water - Big Shoe and Rubber Sale - Commencing Monday Feb. 10th, 1913:

I have the entire stock of shoes and rubbers of the late Charles A. Fessler's Shoe Store of Dorchester at my shoe shop in Abbotsford which I will sell at below wholesale cost. Come and get your shoes at a price never heard of in the History of Abbotsford or Dorchester. George H. Fessler - Administrator for C.A. Fessler Estate - Abbotsford, Wis.

1915 - Vincent and Emelia Wuest purchased the property called "The Dorchester House" on October 23, 1914 for \$5000. Three months later (in the early morning of Saturday of January 29, 1915) fire destroyed the entire building but the Wuests although discouraged; would not let this catastrophe disrupt their long term plans. The Dorchester House was a magnificent building containing a saloon and restaurant and living quarters on the first story. The second story contained 12 rooms for rent plus a wash room with tub. Two months later after putting together a plan to rebuild; the ground breaking ceremony took place and construction got underway. A new building was completed before the end of summer 1915 and this time; the structure would not be prone to fire as the entire new space was constructed with cement block for the exterior walls. The new building is now referred to as "The Block Hotel".

1916 - A large warehouse structure was destroyed by fire at the Paulson Sawmill. The structure was located right next to the mill and contained lime, brick and cement. The loss was covered for a \$1000 not enough to replace the building and materials.

1920 - Kramer Bldg. Catches Fire - Loss heavy on account of the smoke and chemicals - will reopen; fire of unknown origin started in the second story of the Kramer Mercantile building (located in the building that is now Chuck's Rustic Inn) about seven o'clock Sunday evening December 19. Later after a persistent fire with chemical devices, the fire was put out but not until considerable damage had been done. The Kramer family was away; Jack Thoma and Fred Luetsch who occupy rooms on the second floor, in company with young Clifford Alverson, son of the Kramers, went into the kitchen prepared and ate their supper and went to the bowling alley. Mr. Kramer accompanied by Wm. Conkling were in the store about 5:30 P.M. and no trace of the fire was noticed at that time. The building was badly damaged but the loss on the stock will be greater due to the water and chemical and fire brands dropping on it. Dr. A.W. Schief whose office was on the ground floor (located in the original lean-to attached to the north end of the building) was in Medford at the time. He was notified and before he arrived; his furniture and equipment had been removed without much loss. Although covered by insurance, Mr. Kramer estimates his loss at nearly \$7,000. He will reopen for business as soon as the adjustors have taken inventory.

1921 - Wheeler Timlin Mill at Dorchester Destroyed - The Wheeler Timlin Lumber Company Saw Mill at Dorchester was burned down Sunday morning. Head Sawyer Frank Fiala discovered the blaze at 9:00 A.M. The flames were then climbing up the wall beside the boiler so it is thought the fire originated in an accumulation of dust somewhere about the boiler room. The plant was in flames so quickly that nothing could be saved by removal. The boilers, however remained in good condition. It is the plan of the Wheeler Timlin Company to rebuild and resume operations as soon as possible. The loss on the building, machinery and equipment will run close to \$20,000 according to conservative estimates. Insurance carried on the property was \$10,000. Mill was located on the lot across the street from where Fuzzy's Tavern now stands.

1922 - The Farmer's Building Supply Company's Saw Mill was destroyed by fire on July 23, 1922. Nothing was saved as it was detected too late for the fire department to stop it. This was the Ole Paulson Saw Mill as he was the one who sold it to Farmer's Building and Supply Company in 1917.

1923 - "The Big Fire" as it was called by the newspapers following what some described as a storm of black smoke and burning ember lights. Fifteen buildings were destroyed that day. The fire started around midnight on May 1 and by the dawn's early light, it was all over. Nothing of those fifteen buildings remained. Just shallow burned out holes where the foundations had been and smoke creeping into the sky from the still smothering logs and wood particles. The fire started in the pool hall and bowling alley which was owned by Al Sauter. Just how the fire started is not known but there are those who say the fire may have started from a smoldering cigar or cigarette. It just so happened that Dorchester's Fire Engine had a broken drive shaft and so calls went out to Medford and Abbotsford to come please and help with containing the blaze. It took sometime for the distant units to respond but respond they did each with a chemical engine. The fire spread very rapidly and was not checked until the Medford and Abbotsford units arrived. Without help from our neighboring friends who helped to save the rest of the town (as the wind was driving the flames to where the majority of the population resided); the loss would of been even greater. The total loss in monies was estimated at \$150,000. Beginning at the south and going north are listed the properties and who owned them on that day.

1. The Joe Bauernfeind residence (located on Lot 7 Block 3 - 100 feet south of where the American Legion Building now stands) burned but the blacksmith shop which was located south of the residence was spared and that only because a southern breeze was just strong enough to keep the fire heading north.
2. Paulson's Garage (owned by Edgar and Ansel Paulson) was next in line and the building was less than ten years old at the time. Located on Lot 6 Block 3, just south of the American Legion Building. Paulson's moved their garage to the old warehouse building previously owned by The Gutwasser Hardware Store for storing large items of inventory. It was located on the east side of South Front Street across from the hardware street. A year later in 1924, Paulson's would purchase the old high school building which was moved to where Ron and Judy Robida's house now stands.
3. Al Sauter's Bowling Alley and Saloon located where the Legion building now stands.
4. Herman Kronschnabl Building which housed his family upstairs and the post office downstairs. The building was relocated to this site in 1916 by Ole Paulson. It was located on Lot 4 Block 3 just north of the American Legion Building. A barn at the rear of the main building burned down as well. Herman moved the post office temporarily to his brother Joe's saloon and bowling alley where Sharon has her Cozy Corner Bar.

5. Al Hunt's Ice House located near the west end of the lot with access via the alleyway. Located at the west end of Lot 4 Block 3.

5. The Homestead Pharmacy located on Lot 3 Block 3 just south of Fuzzy's Tavern. A barn on the Homestead property was also destroyed. Louis Homestead relocated the pharmacy to what would become known as the Weix Building.

6. Lizzie Fuchsgruber's Furniture Store located on Lot 2 Block 3 which is the lot where Fuzzy's Tavern is now situated. The building also contained Ed "Foxy" Fuchsgruber's Funeral Parlor. A barn located at the west end of the lot also was lost to the flames.

7. Henry and Mabel Puescher's General Mercantile Building located on Lot 1 Block 3 and which is the lot north of Fuzzy's Tavern. This was the grandest building ever erected in Dorchester and which contained four businesses. A general mercantile, saloon, millinery shop and restaurant were all businesses located on the first floor and the second story contained living quarters for three families.

8. The Puescher's also owned a one story home located on lot 3 near the alleyway.

9. The east end of lot 20 block 3 contained a two story house which was also destroyed in the fire and was owned by Clara Oberbillig.

10. West of the Oberbillig house was Dr. Foley's Office Building. After the fire he relocated to where Dr. Schief was conducting his dental practice in the lean to addition at the north end of the Star Hotel (where Chuck's Rustic Inn now stands). Later on that year, Dr. Foley erected a concrete block and masonry building.

11. West of Dr. Foley's Office Building was the office of The Dorchester Clarion owned by Raymond Hugoboom. The paper had been printed there off and on ever since the first edition came out in 1900. After the fire, the paper relocated to a lean to addition at the east end of the Krakenberger building located one block to the west.

12. John Schafer who lived where Elda Ludwig now resides lost a barn in the fire which was located near the east end of the lot by the alleyway.

1923 - On October 31, just 23 days after the big fire; the large Skerbeck Brothers barn went up in flames. The barn was used as a garage and wood shed, plus storage which was filled with Circus and Carnival Equipment; most of which can never be replaced.

1925 - LeClaire's Opera House was built in 1882 by Joel LeClaire. He sold it to Paul Lotzer in 1918 and it burned down in 1925. A grand building met its demise on that fateful day halfway through the third decade of the 20th century.

1928 - Holtz Bros. Store Damaged by Flames; People of the village were aroused to sudden action shortly after nine o'clock Monday evening February 27; when the village bell began pealing forth a fire alarm and the fire laddies as they arrived were informed that the Holtz Bros. Store was burning. The two chemical trucks were on the scene in short time and had the blaze partly under control when water from the big engine was available. It was a stubborn fight in a terribly hot smoke filled room but the fire boys finally conquered. The origin of the fire is unknown. Ed Holtz one of the proprietors and John Eakin were the last ones to leave the store. Ed had replenished the furnace fire for the night and was chatting with John when they decided to go home as no customers were showing up. Herman Holtz the other brother had left the store earlier in the evening and was at the reverend Brandt home when the alarm was sounded. The blaze was confined largely to an alcove above the basement stairway where tobaccos were stored and to the basement area. The extent of the damage done by the fire, heat and water to the stock has not yet been ascertained as the boys are awaiting the arrival of the insurance adjusters. However, the loss will be enough and one the boys can ill afford to stand at this time. Frank Tepolt had about 125 bushels of potatoes in the basement; all in sacks and when the fire was out no sign of the sacks could be found and somewhere between 20 and 25 bushels of potatoes were found nicely baked. When business will be resumed will in a measure depend upon when the adjusters get through with their work and the stock gone over. The Holtz Grocery Store was located on the lot north of where Fuzzy's Bar now stands.

1929 - The fourth largest fire recorded in the history of Dorchester broke out on May 17, 1929. Four businesses were lost to the fire and damage was estimated at \$25,000. The newspaper reported that the fire originated in the Heuser Building during the early morning hours and that a strong wind quickly whipped the flames into an uncontrolled inferno. Just how the fire started is not known but it started in the upper rear part of the Haeuser Building with Mrs. Haeuser being the only occupant. She was aroused from her sleep by the smell of smoke. Assistance was requested from Abbotsford and Owen and they arrived with their chemical engines. Colby also arrived with its new motored fire truck and citizens of the community with their pails provided assistance. When the fire fighters arrived from their cities; all four buildings were burned or in flames so a determined and successful stand was made at the bank building which was a fire proof building. The Schmitt Buildings to the north of the bank were saved as a result. Water from the well at Sauter Brothers was used to thrown on the flames. The buildings destroyed are mentioned from south to north beginning at the corner of South Front Street and 1st Avenue West (Where Pinter's Packing Plant Now Stands).

1. Mrs. Heuser's two story rooming house and restaurant. The fire started in this building and quickly spread to the north stopping only when it reached the bank building which was a stone and brick building. This structure was located on Lot 13 Block 4 and stood where the south part of Pinter's Building now stands.

2. Fred Martens Saloon Building but this was prohibition days and at the time he called it "The Pickwick Inn" selling soft drinks and perhaps a bit of moonshine now and then. It has been said by those who would know that a special code was designed by the saloon owners during these days. It supposedly worked like this; a telephone call would go to a guy named Ed and he would be told the well was dry. This would instruct Ed to deliver a small load of moonshine which he did that night; late that night. Located on Lot 12 Block 4 where the north part of Pinter's Plant now stands.

3. The G.N. Schultz Restaurant Building located on Lot 11 Block 4 and where the old post office building now stands. Mrs. Schultz was operating a restaurant in this one story building which was moved onto the lot in 1910. It was purchased from the livery stable to the west as they no longer had need for the building.

4. The G.N. Schultz General Mercantile Building located on Lot 10 Block 4 and where Cheryl's razor's Edge Salon now stands. This was a large two story building with a opera house on the second story and living quarters in the rear of the first story along with the mercantile in the front of the main floor. At the time of the fire, a Mr. Rutzky was leasing the building and business from G.N. Schultz. Both windows on the south side of the Dorchester State Bank, located just north of Rutzky's General Merchandising Store; were broken by the intense heat and some damage was done inside as well amounting to about \$500.

1931 - A.L. Roy erected a place of business in 1891, where the Laundromat now stands. He opened up a hardware store and operated the business until he sold it in 1901. Valentine Fleckenstein now owned the business and in 1907 added onto the building to increased the hardware inventory offered for sale. Anna Garbisch bought the business in 1916 and continued to operate the hardware business and in March of 1931 added Groceries to her inventory. Just a few months later on August 28, 1931, the big building burned. Mrs. William Schumacher at four o'clock in the morning noticed the flames and called the telephone operator, Miss Bertha Mueller who set the alarm off. While the fire department fought bravely and were able to contain the fire to the Garbisch structure, it was considered a total loss.

1936 - Joseph and Sarah Kronschnabl purchased the saloon where Sharon's Cozy Corner bar now stands on June 12, 1916 for \$4500. When prohibition went into effect in January of 1920, Joe decided to expand the business and added two bowling lanes in an attempt to attract additional customers. In 1933, most of the buildings were lost to fire including the saloon, a two story house and wine room which was connected to both plus the building that housed the bowling alleys. The only buildings to survive the devastating fire was the rear portion of the bowling alley which was called the pit area (where the pinsetters would reset the pins) and the very large horse barn.

1942 - On February 1, 1942, fire broke out at St. Louis Church. The fire was detected at 7:20 A.M. by John Lang who was driving past at the time and saw the smoke pouring out of the church basement. The good Samaritan stopped at the church rectory and informed Father Weller of the happenings who immediately raised the alarm. Damage was severe as the fire started in the basement and worked its way up through the floor into the first floor of the church near the altar. Cause of the fire was determined to be the electric motor and wiring of the furnace blower. The new marble altar was consecrated on June 7, 1942 by Auxiliary Bishop William Griffin.

1942 - Part of the Schreiber Meat Market was narrowly saved on October 15, 1942. E.R. Erickson from the Hardware Store next door woke up at 3:00 A.M. and smelled the smoke. He sounded the alarm and the fire department did a great job in saving the building but the entire interior was burned. All of the equipment and the grocery and meat inventory was destroyed. The meat in the freezer coolers was saved as the fire did not penetrate the steel boxes. This was the second fire in eight months as a fire in February destroyed part of the rear portion of the building. A new building for the most part would be required and one was erected to replace the structure that was lost. Part of the building was saved and was used in the rebuilding process; thus enabling the business to get back up and running in a relatively short period of time.

1948 - Ray Krakenberger's Hatchery was almost destroyed by fire on Jan. 15. Damage was heavy and could amount to more than \$5000. In addition to most of the building being destroyed; 1200 chickens died, half from thick smoke and half were cooked.

1959 - Lloyd and Ruth Carlson purchased Outlot 17 of Assessors's Plat "A" and which is located where Ron and Judy Robida now reside. The Carlson's purchased the property on September 16, 1958 from Otto Genrich and less than one year later on September 3, 1959; the entire structure was destroyed by fire. The building was the old school that had been moved to this site in 1918 and used as a car dealership and garage since Edgar Paulson converted the structure in 1924. The structure was the largest building ever erected in Dorchester. It was built in 1876 and a two story addition was added in 1901. How they ever moved that building is the secret of the century. It had functioned as the Dorchester School and accommodated grades 1 thru 11 from 1876 to 1915. The building burned down in what was described as the hottest fire ever recorded in Clark County. Flames roared to unknown heights and it was said the heat was so over powering that glass cracked a block away. Once the fire caught hold in this huge structure, it was all over as no amount of water could do anything to stop it.

1960 - Schreiber Store Building Guttred By Fire Sunday- A stubborn fire to all practical intents and purposes destroyed the former Schreiber's Store building early Sunday April 3rd. It was only through determined efforts by firemen of the Dorchester Volunteer Fire department and volunteer assistance from bystanders that adjacent buildings were saved from destruction. The fire which apparently started within the building

from cause or causes unknown; stubbornly resisted efforts at extinguishing it and firemen were hampered in their efforts by the widespread headway it had made prior to discovery and the lay of the building. Four and five streams of water were directed into the burning structure from nearby rooftops and that is credit with keeping the flames under some semblance of control and saving the adjacent buildings from destruction. Fireman were perched on top of Weix's Building and had a good look at exactly where the main thrust of the water stream should be directed. However, the entire interior of the structure and the slaughtering room and smokehouse was destroyed. The building had been unused and unoccupied. It was owned by David Schreiber and was the building his dad Richard had purchased some 40 years before. The business was located on Lot 2 Block 4 and due to the efforts of the firemen; the structure of the building plus the living quarters was saved. Although there was intense heat and lots of black smoke, the fire did no damage to Weix's Drugstore which was less than two feet away from the fire. The structure there today is the structure that was rebuilt by Anselm Schmidt in the early 1960s; at least the main east portion. The fact that damage was limited to the Schreiber Building was due to the quick thinking of Robert Cypher who after discharging his fiancée (Marlene Mousie Seidel) (from a late date) to her parent's home; was heading out of town when he looked south onto Front Street and noticed smoke poring out of the Schreiber store building. Quickly turning his automobile around; he turned in the alarm saving the town from potentially, very damaging happenings.

2002 - The buildings that were located on Lots 9 and 10 Block 3 and which did not burn down during the big fire of 1923 were purchased by the Princeton Development Corporation (Anselm and Rowena Schmidt) on June 30, 1977 for \$24,000. However at 2:00 A. M. on a cool fall morning in 2002, fire broke out and four hours later, the entire building complex was leveled. No cause for the fire could be determined. Two antique cars were lost in the blaze along with many auto and truck parts and other miscellaneous items. For the past years the buildings were used mainly for storage and for truck repairs. The only building out of four buildings to survive was the barn located at the extreme west end of Lot 10 and which was the only building to also survive the 1907 fire which destroyed the Dorchester Creamery Building.

Chapter 11

HISTORY OF THE DORCHESTER FIRE DEPARTMENT

There is some disagreement about when the Dorchester Volunteer Fire Department was first organized and officially chartered. After many months of trying to determine if the fire department was organized in October of 1902 or on May 25, 1916; the answer has now been derived from old newspaper accounts. There is no question that the first fire department was organized in 1902. Of that there is no doubt, however it appears that after about five years during the years of 1907 or 1908; members of the volunteer fire department became disenchanted or just lost interest in the program. By default, the department slumbered into disarray with no meetings being held, etc. Then by virtual of civil and community pressure; a fire department was organized for the second time with Joe Weber elected as president of the department in May of 1916.

The 1902 By Laws of the Dorchester Fire Department are listed so as to provide some direction as to the things that were important to the citizens of that time.

Articles 1 thru 10 - By-Laws of the Dorchester Volunteer Fire Department

Article 1 - Section 1: We shall be known as the Dorchester Volunteer Fire Dept.

Article 1 - Section 2: Its object shall be the preservation and protection of property from and during such fires as may occur in the Village of Dorchester and vicinity.

Article 2 - Section 1: The organization of the company besides the ordinary members thereof shall consist of a President, Vice-President, Foreman, Assistant Foreman, Secretary and Treasurer, three Trustees and such Standing Committees as may be deemed necessary for the proper transaction of business.

Article 2 - Section 2: The Standing Committees shall consist of a Committee of Examination, a Committee on Finance and a Committee on Grievances, each committee to consist of three members.

Article 3 - Section 1: The officers and trustees shall be elected by ballot at a regular annual meeting to be held on the first Monday of January. A majority of the ballots cast shall elect.

Article 3 - Section 2: The members of the standing committees shall be appointed by the President and shall hold office for one year or until removed.

Article 4 - Section 1: It shall be the duty of the President to preside at all regular or special meetings, to preserve order, to decide all points of order that may be raised,

to see that all fines and penalties are properly paid, to see that each subordinate officer does his duty, to give the casting vote in case of a tie and to carry out and enforce these by-laws to the best of his ability.

Article 4 - Section 2: It shall be the duty of the Vice-President to perform the duties of the President during his absence.

Article 4 - Section 3: It shall be the duty of the Foreman to command the company and have entire control thereof while on duty, on parade, at a fire and on all other proper occasions. All orders given by him on these occasions shall be implicitly obeyed.

Article 4 -Section 4: It shall be the duty of the Assistant Foreman to aid his superior while on duty and to see that his commands are properly carried out .
In case of the absence of the Foreman, the Assistant shall perform the duties pertaining to that office.

Article 4 - Section 5: It shall be the duty of the Secretary to keep a record of all the proceedings of the company, to call the roll, to record all absences and the imposing of all fines, to keep the books and preserve the records of the company.

Article 4 - Section 6: It shall be the duty of the Treasurer to receive all monies collected by the secretary, to give his receipt therefor; to keep a regular account of all monies as received and pay it out on the order of the company when properly signed by the President and countersigned by the secretary.

Article 5 - Section 1: Any person of good character and standing shall be eligible for membership in the company.

Article 5 - Section 2: Any member shall have the privilege of presenting the name or names of candidates for election and when on the report of the Committee of Examinations, if favorable, he shall be balloted for and if no more than two black balls appear against him, he shall be elected.

Article 6 - Section 1: It shall be the first duty of all members of this company to obey all commands of their officers while on duty.

Article 6 - Section 2: It shall be the duty of members to be prompt at all meetings; on every alarm of fire to assemble at the Engine House without delay and assist in getting the apparatus to the fire and in readiness for operation as soon as possible.

Article 6 - Section 3: No member shall be excused from attending any regular or special meeting except on the grounds of absence from town, sickness or absolute necessity.

Article 6 - Section 4: No member shall appear at the meetings of the company or on duty in the state of intoxication, or shall be guilty of using insulting, indecent or improper language or be guilty of conduct unbecoming a gentleman or otherwise being a disgrace upon this company under a penalty of expulsion as hereinafter provided.

Article 7 - Section 1: It shall be the privilege of the member first reaching the Engine House to assume command of the company which he shall retain until the arrival of the proper officer and shall be subject to the same penalties that such officer would be liable to for any neglect of duty or for any other offense.

Article 8 - Section 1: Any member absent from a meeting shall be fined cents.

Article 8 - Section 2: Any member absenting himself from a fire without permission from the Foreman shall be fined.....cents.

Article 8 - Section 3: Any member violating any of the provisions of section 4 of Article 6 of these by-laws shall be liable to be expelled at the option of the company.

Article 8 - Section 4: Any member having liquor near the apparatus or in the house shall be liable to a fine of \$.....or expulsion.

Article 8 - Section 5: Any member making public the proceedings of the meeting of the company or any remarks made thereat shall be liable to a fine of \$..... or expulsion.

Article 9 - Sections 1 thru 13: This article deals with the Rules Of Order of a meeting. Who has the right to speak and when; that elections and other questions will be decided by a majority of the votes cast and other similar activities.

Article 10 - Section 1: Any proposed amendments to these by-laws shall be offered in writing and shall be upon the table until the next regular meeting thereafter. No alterations or amendments shall be made unless two-thirds of all the members present concur therein.

By-laws for the 1916 reorganization could not be found and I suspect that these 1902 by-laws were still in the files somewhere and were in all probability adopted and utilized by Fire Chief Joe Weber and his team.

Dorchester Fire Department is "Fifty Years Old Today" as reported in the Dorchester Clarion of June 1966: Dorchester's Volunteer Fire Department now has served our village and community for half a century. An account of the organization of the department appeared in the Dorchester Herald for Friday June 2, 1916. It follows; including the head. Organize Fire Department - Successful meeting held on Thursday evening and 19 join. Thursday evening about twenty public spirited men met at the

village hall for the purpose of discussing a local fire department with the result that a department was organized. Joseph Weber was elected chief, John Schmitt assistant chief, Ted Watermolen secretary and A.P. Gessert treasurer. The chief appointed a committee of three consisting of L.W. Peterson, John Schmitt and G.A. Bobbe to draw up a constitution and by-laws and report back at the next meeting. The next meeting will be held next Thursday evening at the village hall and everyone interested or desirous of joining is welcome to attend. The following are now members of the department; Ted Watermolen, Dr. E. Ward, John Schmitt, Vincent Wuest, Joseph Johnson, L.W. Peterson, G.A. Bobbe, Thomas Garvue, Wilfred LeClaire, Joseph Weber, Herman Kronschnabl, A. Sorenson, Paul Ziehr, Louis Skruvani, A.D. Hunt, A.P. Gessert, Henry Genrich, Ed Mehner Jr. and Henry Lotzer.

The first fire department was organized and chartered on Oct. 1, 1902 and the first fire chief was John Hollenbach. First assistant fire chief was John Schafer. It didn't take long to realize the importance of not only establishing an official Volunteer Fire Department but to ensure that the department would be capable of meeting the challenge of responding to and of securing an area immediately adjacent to the fire. Putting out a fire was virtually impossible in 1902 as the response time could be anywhere from 15 to 30 minutes. By this time the old all wood frame structure would be ablaze and the best that could be accomplished was to keep the adjacent buildings cool by hosing water on the roof and on the side of the building that was facing the fire. This technique proved quite successful once the proper training had been provided to members of the fire department. All in all, the one thing that really made a difference was the repetitive process of performing the same act over and over in a training environment.

Once the fire department became an organized unit working together to achieve the same objective, it was decided to purchase a horse and/or man drawn fire engine. Prior to this time, fire fighting was performed via a bucket brigade. The first fire engine was purchased in August 1902 from the Waterous Engine Works of St. Paul, Minnesota. It cost \$1500 with equipment and contained a #1 Hose Cart, 1000 feet of 2 1/2 inch cotton hose and which was rubber lined. Weigh of the fire engine was 2000 pounds and was so well balanced that it could easily be drawn by hand. Pump capacity was 250 gallons of water per minute and it could project a stream of water 125 feet. At least now there was sufficient means to throw water to keep adjacent buildings watered down and of even more importance was the height that could be reached using the hose which was attached to the water tank on top of the fire engine. Buckets however, were still required as the water tank containing 250 gallons would last only a minute and so nearby wells were pumped and water carried via buckets to keep the water tank as full as possible. A large well was maintained by the village and was located at what would now be between the sidewalk and curb at the southwest corner of the village hall. Access to sufficient water supplies continued to be one of two major problems that plagued those early brave fire fighters. The other centered

around cold weather and how to keep the fire engine from freezing up during the winter months. This problem was not solved for many years and fires occurring from November through March pretty much had to burn themselves out. Of course the old leather bucket brigade could be put into operation during these times and although not efficient; it was better than nothing.

John and Martha Koerner sold the west 1/2 of Lots 14 and 15 to The Village Of Dorchester on September 3, 1903 for \$400. In early 1904, the board members voted to erect the first village building on this site. It was a fine looking Village Municipal Building which housed the fire department on the west side of the building and a meeting room, library and a jail containing two steel barred cells were located on the east side of the building. A bell tower cubicle was installed at the south end of the gable roof and a small bell was housed in the tower and which would be rung to alert the citizens of emergencies via an attached rope. In 1916 the large school bell was removed from the old school, and installed in the fire house to alert the citizens of emergencies with a louder ringing sound. That bell now resides in the planter located outside at the southwest corner of the village hall.

In 1931, the department took access of a new fire truck which would serve the department for many years. The wood floor had rotted out in the fire department building and had to be replaced with a concrete one before the new truck could reside inside. To this day, that 1931 vehicle is still an asset of the Dorchester Fire Dept. However, it is no longer listed as an active participate in the fighting of fires but as time and money become available; it will be rebuilt from the bottom up and used in parades to display what the fire fighters of the past utilized in their day.

In 1961, the village purchased the east one half of Lots 14 and 15 and in 1965 began construction of a solid 60 foot by 120 foot steel and concrete block framed structure with decorative brick located on the south and west ends of the building.

The old 1904 municipal hall was sold to the Dorchester Furniture Company in 1965 and which was owned by Lester Simerson; who moved it to the old O & N Lumber Company site, thus making room for a new village structure. Lester Simerson owner of the Dorchester Furniture Company stated the old village hall will be used for a paint spraying operation. In later years, the building would eventually be razed.

The new structure was completed in early 1966 and contained a work shop for the maintenance men and storage for all the village trucks plus the police department and a large meeting room and kitchen which is used by many different organizations as well as by the senior citizens for their noon meals. It also served as the fire department facility until the new Emergency Building (Fire Dept. and Ambulance Service) was erected in 1999 at a cost of \$280,000.

In 1990, under the leadership of the new fire chief ,Tony Gebert put together an aggressive and nearly impossible acquisition program. A program, if successfully completed would make the Dorchester Volunteer Fire Department not only one of the best equipped but also one of the best trained volunteer staffs in the state. This program was necessary for a couple of reasons; one was the State of Wisconsin's newly mandated regulations that would be enforced beginning immediately. All volunteer departments must be able to show that all personnel attended training programs as directed by the state. Any department failing to comply with these regulations must abandoned their departments and merge with a neighboring department. Another reason was that the Fire Department had been neglected for a number of years, not because noone cared but because monies were always needed for other higher priority purposes.

After discussions among all parties, it was decided to put together two five year plans so that the most important short term issues could be addressed in a timely fashion. The first five year plan began almost immediately and consisted of the following department enhancements.

Five Year Plan - 1991 to 1996

1. Reach agreement with the Townships of Mayville and Holton to change the status of financial responsibility from a flat amount to a percentage based on the total equalized value of the fire district divided by the equalized value of each of the three municipalities.
2. Replace the tanker truck that the Town Of Mayville owned.
3. Replace the tanker truck that the Town of Holton owned.
4. Purchase three modern state approved fire suits each year for the next ten years which will replace all 30 suits that are presently being used. After that it will be necessary to continue the practice of replacing three suits each year as the estimated life of the suits is 10 years.
5. Replace all fire hats with non-melt shields, all fire hoses, nozzles, clamps/pumps.
6. Include \$10,000 in the budget each year to establish a capital expenditure fund. This was increased to \$15,000 per year in 1996. This fund cannot be expended for any purpose unless all three municipalities cast an aye vote. Intended to be used for a truck purchase or for construction of a new fire building.
7. Create a First Responder and EMT (Emergency Medical Treatment) Program.

Five Year Plan - 1997 to 2002

1. Purchase a equipment truck that will transport all the equipment that is needed to fight a fire plus eight fire fighters. The old method of hanging onto the back of the fire truck is no longer permissible or safe
2. Provide a ambulance service to the citizens of the fire district.
3. Purchase a new fire truck. Cost of the new truck would be when ordered in June of 2002 a total of \$159,860. Most fire trucks cost twice this amount and it is only because of the leadership of the fire department and their strict disciplined ways that only vital features absolutely necessary were added to the truck's equipment list.
4. Build a new fire station capable of holding all the equipment that the fire department has or will have in the next 25 years. The building must also have a large open room that can be used for training sessions, bathrooms and showers for both genders. As it turned out the new fire station now called "The Dorchester Community Emergency Services" turned out to be a four bay garage (64 feet by 80 feet) and a training room with kitchen and bathrooms and office (50 feet by 60 feet). Total cost was \$280,000. Once again by performing the general contracting duties, cost was kept at a minimum and Gary Geiger who worked for the village at the time; agreed to supervise and perform the general contracting duties. He executed those duties brilliantly as the finished product can attest to.
5. Obtain a generator large enough to keep power in the building sufficient to pump water and do all the things that are necessary when an emergency arises.

It is important to note here that all of the objectives were accomplished and on schedule. One can see how important it is to do proper planning and the majority of the credit must go to Tony and the other officers of the department who stuck by the agenda and saw the planning process through to its completion.

Listed are some statistics that existed for the municipalities in the fire district prior to and at the completion of the ten year plan.

Dorchester Prior To:

1. Occupied an area of 800 acres.
2. Had an equalized evaluation of \$18,000,000
3. A population of 697.

Dorchester At The Completion:

1. Occupied an area of 860 acres.
2. Had an equalized evaluation of \$34,252,400.
3. A population of 843.

Mayville Prior To:

1. Occupied within the fire district 24 square miles of land. Includes the northern two thirds of the Town of Mayville.
2. Had an equalized evaluation of \$15,000,000.

Mayville At The Completion:

1. Occupied within the fire district 24 square miles of land.
2. Had an equalized evaluation of \$21,457,300.

Holton Prior To:

1. Occupied within the fire district 18 square miles of land. Includes the northern one half of the Town of Holton.
2. Had an equalized evaluation of \$11,000,000.

Holton At The Completion:

1. Occupied within the fire district 18 square miles of land.
2. Had an equalized evaluation of \$20,102,930.

Equipment Purchased and On Hand January 1, 2004

1931	-	Chevrolet Chassis Pumper (antique vehicle used for parades, etc.)
1956	-	Chevrolet Chassis Pumper No. 1
1975	-	Chevrolet Chassis Pumper No. 2
1993	-	1980 International Tanker Truck #1
1996	-	1980 International Tanker Truck #2
1998	-	1981 Chevrolet Equipment and Rescue truck
2000	-	2000 Ford Ambulance (Ass. with the Abbotsford Ambulance Service)
2003	-	2003 Pierce International Chassis Pumper No. 3
2003	-	2003 Planus Six Wheel Drive All Terrain Vehicle (ATV)

Fire Chiefs

1. John Hollenbach ----- 1902 to 1916
2. Joseph Weber ----- 1916 to 1922
3. Herman Kronschnabl ----- 1922 to 1923
4. M.M. Leslie ----- 1923 to 1929
5. Joseph Schober ----- 1929 to 1935
6. Max Vircks ----- 1935 to 1938
7. Norbert Laabs ----- 1938 to 1938
8. Elmer (Grub) Genrich ----- 1938 to 1952
9. Roy Wiseman ----- 1952 to 1953
10. Herman Sebold ----- 1953 to 1963
11. George Greaser ----- 1963 to 1969
12. Daniel Duellman ----- 1969 to 1970
13. Clarence Klimpke ----- 1970 to 1972
14. James Maurina ----- 1972 to 1973
15. Richard Smith ----- 1973 to 1989
16. Tony Gebert ----- 1989 to 2006

Chapter 12

HISTORY OF GROCERY AND GENERAL MERCANTILE STORES

In order to properly define the grocery retail business and distinguish between grocery stores and the General Mercantile; it is imperative that a brief description accompany each of the two. In both cases, the main item for sale was food but with the mercantile other important items necessary for daily existence also were included in the inventory.

Mercantile simply means pertaining to merchants and merchant is described as a shopkeeper who buys and sells commodities as a business and/or for profit. Basically, a “General Mercantile Store” means a store which sells a little bit of everything. In the early days of the late 19th century, proprietors of a mercantile had to be knowledgeable about what products to have on hand. Stores were small and money was short so only the basics were inventoried. Spoilage due to heat or cold was common and so items which would be susceptible would be in limited supply or not available at all. Mole was another problem which would attack certain items if moisture levels were too high.

Some of the food items sold in a Mercantile would be: coffee, tea, salt, sugar, spices; dried fruit such as prunes, raisins and apricots which were packed in boxes; flour, crackers, apples, pickles, peanuts, nuts and herring which were packed in barrels; bread and rolls which usually was baked locally, lard, syrup, vinegar, and oil which was sold in cans. Some of the dry good items for sale included; needles and thread, cotton cloth, denim, clothes which consisted of socks, stockings, overalls, shirts, ties, coats, pants, girdles, dresses, etc; footwear and other items too numerous to mention.

Other items for sale included; guns and ammunition, kerosene, tools such as hammers, hoes, axes, mauls and shovels, bridles and other leather items, brooms, nails and bolts, pots and pans; crockery, glassware, china and who knows what else. Meat, eggs, cheese, milk and butter were purchased from creameries or directly from the farmer who would exchange their farm produced products for items like flour, sugar, salt, syrup, molasses, nuts, raisins and other similar products.

The following items (taken from the actual record book of the proprietor of the mercantile) cover the complete range of items purchased by John and Mary Jantsch from the Bruckerville General Mercantile during the first three months of 1888 and during those three months they spent a total of \$21.14. At that time, there were 7 members in the Jantsch Family. One can see what items were important to the early settlers. John and Mary were the writer’s paternal grandparents and were farmers one mile north of Bruckerville Corners.

Lard 10 cents per pound - Sugar 8 cents per pound - Syrup 11 cents per quart - Apples 9 cents per pound - Rye flour \$2.00 per 100 pounds - Rye flour \$4.00 per barrel - Cinnamon 5 cents per stick - Vinegar 4 cents per quart - Oil 5 cents a quart - Crackers 10 cents a pound -- Coffee 22 cents per pound - Prunes 8 cents per pound - B.C. meal 50 cents for 25 pounds - Salt 5 cents for 5 pounds.

Thread 5 cents per spool - cotton flannel 12 cents a yard - J. saws 14 cents per yard - pencil 5 cents each - denim 17 cents per yard - cattle feed 1.2 cents per pound - meddling 1 cent per pound.

Grocery Store a more modern term used for those retailers who specialized in the sale of food commodities ranging in category from fresh vegetables, fruits, canned goods, bakery items, fresh meats including lunch meats and smoked sausages, deli items such as cole slaw and salads, dairy products from milk to cottage cheese and everything in between, manufactured products like catsup and mustard, boxed cereals, all kinds of juice in bottles and cans, canning supplies in order that the fall harvest can be preserved throughout the winter months. Other items like laundry detergent and cleaning supplies are a main staple in grocery stores. Refreshing drinks like soda pop, beer, wine and even stronger products like whiskey, gin and especially brandy are products we expect to find in a modern grocery store.

It appears that the phrase “what goes around comes around” comes into play here as we started out with a store that sold a little bit of everything and then went to a store who sold mostly food products and now we are heading back to the store that sells a lot of everything (WalMart and others like it). Which is better? For me; I kind of like the way I remember it during my growing up years. I have tried to list those establishments which fit the descriptions above by displaying them according to their date of operation but also by location.

Miltimore and Sons 1874 to 1880 - Miltimore Bros. (John/ Bradbury) 1880 to 1895 John Miltimore & Son 1895 to 1919

The very first Grocery/General Mercantile Store was erected by Daniel O. Miltimore (Dorchester’s First Citizen) and his wife Lucy. It was constructed on the East 40 feet of the South One Half of Lot 4 Block 3 (a 25 foot by 40 foot parcel) and today that parcel lies just to the north of the log building which for many years was used as a home by Dorchester’s American Legion Post 517.

The railroad sold Lot 4 to the Miltimores on August 14, 1874 and immediately Daniel set upon to erect the first commercial building in Dorchester. The building was completed in less than 30 days and the first General Merchandising Store called “Miltimore Mercantile” was open for business. The building was of wood frame, contained two stories with the upstairs providing adequate living space for the Miltimore Family.

Daniel Miltimore owned a lot of land in the Dorchester area and he could of built his store almost anywhere along the railroad right-of-way but there was some logic as to why this location was selected as a site for the first retail store in town. The very first depot was not a building but an old boxcar and that boxcar was located right across the street from where Daniel erected his store building. Since all supply and resale items were transported via the railroad, it made sense to build the store close to where the items would arrive and thus save some effort and time hauling those items back to the store. Daniel was also the timber and land agent who was employed by the Wisconsin Central Railroad Company and so there was a hidden agenda and a huge incentive for Daniel to promote the area. His role as land agent for the railroad was taken very seriously and he would not wait for people to come to him looking for land to buy. Instead he would take trips to the eastern cities and find people who were down but not out, people who were looking for an opportunity to better themselves; people who came from areas that had good work ethics and he would sell them land on lucrative terms with time to pay.

A newspaper article stated that Mr. Eastwood was leaving the business of Miltimore and Eastwood and that he would devote all of his time to the land business. There are no official documents which said that Daniel and Eastwood were partners in the Mercantile but certainly possible. It is more likely that he managed the store for Daniel Miltimore which would make more sense as Daniel did not have time to do the clerking and perform the accounting activities of the business.

Daniel and his wife Lucy sold the business to two of their sons (John and Bradbury) in 1880 and they operated the business under the new name of "Miltimore Bros." and then in 1891, the building burned down. A second structure, bigger and better than the first was erected on the lot south of where the first general mercantile was constructed (the lot where the American Legion Hall now stands).

In 1895, the Miltimore Brothers (John A. and Bradbury G.) decided to relocate their mercantile store 200 feet north and 500 feet west to a place that is now known as the location of Dorchester's Well No. 2 (backyard of Jean Goessel's house). The Miltimore Brothers had purchased Lot 1 and the North 40 feet of the West 30 feet of Lot 2 from Ella V. Winchester in 1891. It was a good location and in 1895; they proceeded to erect a two story wood frame structure with the first floor functioning as a commercial retail store and the second story serving as residential quarters. This structure was located immediately east of the building built in 1875 by Berthin and Johanna Benson and this new structure was now the third building on the lot.

The business endeavor was once again a general store selling a little bit of everything as they did in those days including a small line of groceries. Groceries available for sale in those days were the staples of the day. Fresh fruits and vegetables (except for those grown locally) were unheard of as the distance required to transport them

would always result in spoiled goods and that was whether the air was warm or cold. Frozen fruits and vegetables spoiled just as quickly as goods that would rot from the heat of the day. Bread on the other hand was expected to be somewhat fresh and would arrive each day by train from a Marshfield Bakery. Either John or Bradbury would make the trip each morning to the train depot, secure the bread and return it to the store so it could be made ready for resale. A full line of ammunition and sportsman's goods were on hand to meet the needs of the ardent hunter.

A short time later, Bradbury G. Quit Claimed his interest in the property to his brother John. John Miltimore and his wife Mary continued to operate the mercantile and in 1912 a sign over the store read Miltimore & Son so guess John's boy went into business with his dad. A newspaper ad in July of 1912 read; We have just received a fresh supply of peanuts and bananas. Mrs. Miltimore was operating a millinery shop here during the early years of the second decade of the 20th century.

The building and the west 50 feet of Lot 1 was sold to Frank Tepolt on January 22, 1919 for \$400 which was the mortgage on the property at the time. The sale included the building which was built in 1895 by the Miltimore Bros. and housed second story living quarters and the commercial storefront downstairs which was later converted to separate living quarters as well. So at this time, Frank Tepolt had a up and down duplex; one of if not the first in town. The general mercantile building constructed by Berthin and Johanna Benson in 1875 had been sold to Ole Paulson and moved to South Front Street in 1916 where it became the new United States Post office.

Benson's General Mercantile -1875 to 1891: The Wisconsin Central Railroad Company sold Lot 1 Block 2 to Berthin and Johanna Benson on June 21, 1875 and the deed stipulates that a building will be constructed on the site within one year for a value of at least \$150. B.M. and Johanna M. Benson borrowed \$200 from Tollefson Primrose of Dane County on November 10, 1875 and the loan was repaid on March 10, 1880. The \$200 was used to built a house on the East end of Lot 1 (where Jean Goessel's House now stands) and a commercial building on the east 25 feet of the west 50 feet of Lot 1 (where the village well #2 now stands). Both structures were two story buildings and both were completed by the October time frame.

The Bensons had successfully established the second general mercantile in town before two years had passed since the railroad came to town. The business was called "Benson's General Mercantile" and was very successful. After 5 years, in 1880; the mercantile did a business totally \$12,000 for the year. A substantial sum for the time. However, after ten years, it was time for a change; lot 1 and the business was sold to Lars P. Ulven and Ole O. Froland on July 7, 1885. The business continued on with new ownership and as always new patrons were added to the credit list while others who had shopped there for years now spent their money at the place of their competitors.

Three years later, Lars P. and Martha Ulven and Ole O. and Anna Froland sold Lot 1 to Ella Winchester on June 14, 1888. Ella Winchester operated the store for three years until they sold the property to John and Bradbury Miltimore on July 27, 1891 for \$400.

Joseph and Felicity Boulais - Henry and Alida La Bossier - G.N. Schultz - 1877 to 1923:

Joseph Boulais was the third proprietor of a General Mercantile in Dorchester; arriving here in 1876 and initially establishing a shoe and boot shop involved in both the making and repair of footwear. He constructed a commercial building on Lot 10 Block 4 which was located just south of the old bank on South Front St. He purchased this lot from John R. Caligan on March 14, 1876 for \$75. In 1877, Joseph and Felicity merged their business with Henry La Bossier and it became known as "Boulais and La Bossier General Merchandise". Shoe making became a secondary business to that of the General Mercantile. The business was operated as a partnership until Joseph and Felicity Boulais sold the property to Henry LaBossier on July, 1881 for \$500. In 1886, a fire destroyed the building and Henry immediately set upon to rebuild another two story structure, this time using the second story to generate additional income. The second story became the "La Bossier's Opera House" which was used for plays by traveling semi-professional actors and for meetings, wedding receptions and any other activity that required a large open space. Access to the second story was from the north side of the building via an open gentle sloping stairway. Henry and Alida LaBossier ran the business until they sold the property to G.N. Schultz on February 24, 1903 for \$3500. The actual opening by G.N. Schultz took place in March of 1902; a full year before the warranty deed was issued. Apparently there was another agreement under which the two parties agreed to a one year trial period. G.N. Schultz a successful businessman who had a store in Colby immediately hired a professional marketeer and business manager by the name of John Sturner. John was a young man from St. Paul who had the ability of promoting and they say a gift of gab; both very important assets to run a business in a community with a growing population. Mr. Schultz changed the name of the business to "The Merchandise Emporium". Without a doubt, a name that would attract attention which of course was the plan. One of G.N. Schultz's advertisement read "Groceries - Dry Goods - Hosiery - Gent's Neckwear". John Sturner was a man who understood that increased sales was directly linked to the merchandise available for sale. The quality and quantity of inventory both played an important role in the success of a General Mercantile. Under the leadership of John Sturner, inventory totaling \$15,000 was displayed in the store. A huge sum at the turn of the century. One 1906 ad listed homemade sauerkraut for sale at 5 cents per quart. Another stated we are looking to buy baled hay. Now why would a general mercantile be looking to buy hay? Two reasons, he sold hay just like any other product and he needed hay to feed his horses which he contained in a barn behind the general mercantile. The store was leased to the Dorchester Cooperative beginning on May 1, 1911 and extending until 1913 when the Co-op purchased the Wells and Chase Mercantile. Rutzky's leased the store from G.N. Schultz and had their grand opening on September 29, 1928. Just eight months later, the fire of May 17, 1929 destroyed four buildings one of which was the "The Merchandise Emporium". Rutzky's then moved to the Krakenberger Building

and had a grand opening there on June 8, 1929. They only stayed there for 7 weeks as they negotiated a 5 yr. Lease arrangement with the Holtz Bros. They relocated to the Holtz Building on August 1, 1929 which was located on the lot north of Fuzzy's Tavern. G.N. Schultz owned, operated and/or leased the store to others from 1903 to 1929 when fire destroyed the building. The store was not rebuilt and today that lot houses Cheryl Baehler's Hair Salon called "Razor's Edge".

Andreas F.F. Jensen - 1881 to 1897: Andreas F.F. Jensen built a fine General Mercantile Store in 1881, adjacent to the railroad but on the east side of the track. The structure was 20 feet wide by 60 feet long, a sizable building for its day. The wood frame building consisted of two stories with the second story serving as living quarters for the family. Located where the Dorchester Cheese Company Building now stands, it served the population of the community and area well for a number of years. In addition to building the mercantile, Andreas also constructed a house, barn, warehouse and ice house. It is not known how long Andreas, his family or others operated the mercantile as no records are available to verify this information. We do know that the building was leased out to others from time to time for various business undertakings. Andreas F.F. Jensen was born on March 15, 1839 in Denmark and came to the United States in 1851. He served four years as a volunteer in the Northern Army during the Civil War and was wounded on two separate occasions. He first settled in what is now known as Little Black Township in 1873 when there were no roads and the railroad wouldn't get there until the next year. In 1880, he purchased that part of the Southwest Quarter (SW 1/4) of Section Twelve (12) lying East of the Railroad Right-of-Way and which consisted of 60 Acres. Mr. Jensen was a kindly man and as a result of his generosity of providing credit to his customers; he almost lost his investment in the Mercantile. However, his business was revived when monies came to his wife from her mother. Andreas married the former Huldah Small on July 4, 1864 and together they raised fourteen children. Descendants from the Jensen Family still reside in the area today; the most famous of which is Bruce Jensen who lives in Dorchester with his charming wife, the former Vera.

Pomplitz Bros., A.F. Sumner and Larson & Ulven - 1881 to 1890: These three merchants were listed in a May 1881 newspaper article stating they were in the general mercantile business but no additional information about them could be found.

O.D. and Emeline Van Dusen - F.D. Arnold - 1884 to 1901: Daniel Miltimore sold Lot 2 Block 2 (where Fuzzy's Tavern now stands) to O.D. and Emeline Van Dusen in May of 1884 and by mid summer a new building appeared. This was a two story wood frame structure with commercial capabilities on the first floor and living quarters on the second story. The Van Dusens established and operated a general store there for a number of years until they Quit Claimed their interest in the property to F.D. Arnold in April of 1898. A newspaper article stated that D.W.Labrish was installed as clerk in the Van Dusen store. It goes on to say that Wallie is all right as long as there are no peanuts or dorgs (? Pre 1900 slang) around.

The Arnolds started a store which they called “The Cash Store” and they specialized in clothing, staple groceries and paney (pots and pans). Two years later on December 18, 1900, they sold the store to John and Martha Koerner and in April of 2001 moved to South Dakota to undertake a new adventure.

John and Martha Koerner converted the store into a saloon and had the grand opening in November of 1901.

Peter Schafer (1884 to 1895) - Schafer and Spengler (1895 to 1899) - Wells and Chase (1899 to 1913) - Dorchester Co-op. (1913 to 1935) - Rutzkys (Leased From The Dorchester Co-op 1935 to 1943) - Dorchester Co-op (1943 to 1969) - Jerry and Betty Gebert - (1969 to 1972): Peter Schafer purchased Lot 6 of Block 4 (located on the lot north of where the barber shop stood) on March 15, 1884 for \$750. Lot 6 at this time had a nice one story building located on the north end of the lot. This building was constructed by Daniel Shay in the summer of 1876; was a wood frame structure with wood siding and was used as a saloon. Peter’s son John took over the saloon business. Now Peter needed a building so his son William could enter the business world.

The community was growing rapidly in those days and the more people that came, along with them came peoples from diverse cultures and that meant that a wider diverse culture required a wider assortment of goods and products. People from different parts of the world were used to certain things and they did not want to give up those things that were so much a part of their lives. Even a remote part of the country such as the Dorchester area could be reached with products made in the cities to the south via the rail line.

So in the summer of 1884, Peter constructed the large two story building on the south portion of Lot 6. Again this was a solid structure with wood framing and a wood siding exterior. The building was attached to the existing one story building that was located on the north portion of Lot 6. The second story consisted of a large living quarters and the first story provided for a wider variety of goods to be added to the inventory. A large inventory of dry goods as well as footwear, pots and pans were now a part of the overall product line available for sale. The main staple, however remained that of food items. In 1886, the building housing the two businesses burned down and the fire that night destroyed almost the entire business section of the community.

Peter rebuilt the structures and this time in addition to a saloon and general mercantile, he also erected a hotel on lot 5 Block 4 (located on the lot south of where the old hardware store building now stands). Another large fire in the spring of 1895 destroyed all three of Peter Schafer’s buildings but once again he rebuilt the general mercantile and saloon plus erected a new bank building where the hotel had been. Business was good and things were moving along quite well but Peter was growing older each year and wanting to take life a little easier. In October 1895, he sold the business to his son John Schafer and his partner (father-in-law) J.H. Spengler. Schafer

and Spengler were just getting into the banking business and needed a good location to conduct the business of loaning money. The mercantile and bank continued on its way until 1899 when creditors forced Schafer & Spengler to declare bankruptcy. The business was forced to close but not for long as Francis Chase came along at the right time and purchased the mercantile business on July 18, 1899 for \$4400.

Francis and Sarah Chase sold a one half interest in the property to Frank Chase (their son) and Mary Wells (their daughter). Each one half interest was sold for \$2000. The new business was now called "Wells and Chase" and my maternal grandmother used to call it the best store around. The best store because not only did they sell groceries, dry goods, pots and pans, etc. but now they added furniture to the menu. The first store of its kind anywhere around; the fore runner of one stop shopping; a little bit like Walmart today. An ad in the newspaper read "Dry Goods - Clothing - Groceries - Boots - Shoes & Furniture. Another ad read; Dill and Sour Pickles at wells and Chase 5 cents per dozen - What a buy. The Wells and Chase Trademark continued on for thirteen plus years before they sold it to "The Dorchester Cooperative Company" on January 8, 1913 for \$5600. Frank and Edith Chase and Burt and Mary Wells had too many irons in the fire and the store consumed too much of their time. Wells and Chase also operated a bank in the store and the banking business was good. Later on, I believe both Frank Chase and Burt Wells served as president of the Dorchester State Bank.

The Dorchester Cooperative actually was organized in 1911 and they bought The G.N. Schultz stock and rented the building from May 1, 1911 until they purchased the Wells and Chase Store in 1913. Under the leadership of Frank Hiebsch, the Dorchester Cooperative Company purchased the General Mercantile and Feed Store which Wells and Chase had started in 1906. Being a co-op, patrons received a discount or bonus at the end of the year. On April 21, 1944, a reorganization took place and the Dorchester Cooperative Company transferred the store property to "The Dorchester Cooperative Produce Association". This was a way to separate the store finances from the feed mill. Previously from 1935 to 1943, the Co-op had leased the Grocery and Dry Goods Store to Rutzkys. Rutzkys departed from Dorchester on October 1, 1943 and the Co-op after failing to procure another individual to lease the store, decided to once again open a mercantile under the name of The Dorchester Cooperative Produce Association. This they did after completely remodeling the store and their grand opening for the new store was on June 17, 1944. Herman Holtz (past owner of the Holtz Grocery Store) was hired as manager with Mildy Herman, Dorothy Herman and Orrie Underwood hired as the clerks.

On January 1, 1969, the "Dorchester Cooperative Produce Association" who had operated the grocery store for 56 years sold it to Jerry and Betty Gebert and for the next few years, the business was known as "Jerry's Shurfine Foods". Jerry and Betty made the store into a full line of groceries. Prior to that time, the Co-op had also sold clothes (mostly for the farmers) such as bib overalls, hard toed shoes and boots. They also sold things for the ladies such as material by the yard and thread, etc. Jerry and

Betty simplified things a bit by eliminating those low volume items and then proceeded to expand the grocery line. Jerry and Betty were local folk and it was a sad day to see the grocery business come to an end on Lot 6. The location had first functioned as a general mercantile in 1884; served as a General Mercantile/Grocery Store from that time until 1972. The building had functioned uninterrupted as a general mercantile since 1895; almost 77 years of service for this fine old building. The once beautiful large department store building was razed in 1973 as small town loyalties to local businesses ceased to exist.

Fred Distelhorst's General Mercantile - 1892 to 1935: On July 25, 1892, Fred and Phillpiene Distelhorst purchased Lot 1 Block 3 from Martin Kleffmann for \$350. The property contained a small one story house located near the alleyway and most importantly the lot was considered to be one of the best in town to house a retail store. Just as today, location was important; being next to high road travel assured a business of more activity. In the early fall of 1892, Fred whose expertise also consisted of being an expert carpenter, constructed a most grand building on Lot 1. There are those who still say the building was the grandest structure ever erected in Dorchester and remember this was in 1892. The large two story brick structure faced two streets, Front Street and First Avenue and consisted of four independent businesses. Fred's business was of general merchandising and as usual consisted of selling a little bit of everything. From food products, to kerosene, foot wear , clothing, home products like cloth to be sewed, pots and pans and glassware; like I said a little bit of everything. In the back of the store, a saloon was run by Fred Martens and other proprietors, on the east end a millinery shop run by Gertie Nitch, on the west end of the building the Dewdrop Inn which provided for full meals or quick snacks. A bakery was also a part of the restaurant here during the early years of the 20th as Mrs. C.D. Bitters was considered to be a fine producer of baked goods. Her bakery was known throughout the area and she had many repeat customers. The second story provided sufficient quarters for three families to live comfortably.

Fred and Phillpiene operated the business from 1892 to October, 1907. One of the Distelhorst's newspaper ads read "Groceries - Hose - Felt Hats - Neckwear - Shoes - Glassware". Other owner/operators were Edward Gipp from October 1907 to May of 1911; Albert and Margaretha Schwahn from May of 1911 to August of 1912; Julius Kirschbaum from August of 1912 to May of 1918; Margaret Sprague from May of 1918 to August of 1919; H.F. Puescher and J.M. Olson from August of 1919 to May of 1920; H.F. Puescher from May of 1920 to May of 1923; Edwin and Herman Holtz from June 23, 1923 to August of 1929 when they leased the building to Rutzky's General Mercantile until May of 1935. The building was then sold to J.E.Allar

On May 1, 1923, the big fire destroyed 15 buildings, one of which was the grandest building ever built in Dorchester. Seven weeks later, on June 23, 1923, H.F. Puescher sold the bare lot to Edwin and Herman Holtz for \$1000. Edwin and Herman constructed a modest one story concrete block building with stucco finish and by

October the new “Holtz’s Grocery Store” had its grand opening. Edwin Holtz sold his interest in the store to his brother Herman in December of 1929. The store could no longer sustain two families as competition was strong while the depression was in full swing and people stopped buying except for those items needed to sustain life. A few months before that, the Holtzs had agreed to lease the building to Rutzkys General Mercantile. Rutzky’s was leasing the G.N. Schultz Building until that building and three others burned down in May of 1929. He found temporary quarters in the old krakenberger Building but was looking for larger space and found that the space in the Holtz Building was available. He then leased the store from 1929 and continued on there until May of 1935 when it was sold to J.E. Allar who then leased the building out for other business ventures until his death on November 18, 1938. This would be the last time this building or site would be utilized for a retail business as Donald Kraut purchased the property for a undertaking business in February of 1939.

Sophie Fessler - 1897 to 1901: Mrs. Fessler erected this store on the lot now owned by Ken Mohan in 1897 and opened up a General Mercantile. The sign on the building read “Milwaukee Store - Dry Goods and Groceries. Nothing more is known about this building at this time except that it burned down in 1911.

John and Minnie Burger - 1898 to 1914: John and Minnie Burger purchased Lot 2 of Block 4 in April of 1898 for \$250. During the summer months of 1898; John and Minnie erected a large two story wood frame building with commercial retail space located on the main floor and the second floor provided ample space for a large family’s living quarters. The structure was 24 ½ feet by 50 feet and was more than adequate to accommodate a general mercantile store of the time. In later years, the building would become known as “The Weix Building”. John had long wanted to open a General Mercantile Store on Lot 2 and now it had finally become a reality. John and Minnie owned the “Dorchester House” right next door on Lot 1 and now they owned two businesses side by side. John was quite the entrepreneur in those days and knew the location of Lot 2 was a real asset all by itself.

The new store was called the “General Mercantile” and by October of 1898, the building was overflowing with products to sell and business was good. The product line was similar to what other mercantiles of the day carried in inventory. Now John and Minnie owned and operated two businesses side by side which made it very easy for the patrons of “The Dorchester House” to purchase supplies right next door. This technique now known as the ETC Method (Eliminate The Competition) has been repeated many times since. It is especially common with motels as if one motel is fully occupied most nights, that is quickly observed by others who then rush to build a motel across the street. If the owner of the first motel builds one across the street, then that eliminates someone else from doing the same and at the same time provides for overflow from the first motel. Quite astute if I say so myself.

John and Minnie Burger owned and operated the “General Mercantile” for eight years until October 1906 when they sold the property to Frank Skerbeck for \$1500. Frank Skerbeck then sold the business to August Kage in September 1909 for \$3500 and the deed stipulated that the sale would include all groceries, dry goods, crockery and all other items. August Kage operated the business until he Quit Claimed his interests in the property to H.O. and Nettie Froland in 1914 and the Frolands sold the property to Louis Skruvani in July, 1914 for \$1600. Louis Skruvani was a shoe man and immediately converted the building to that of a retail shoe store consisting of sales and repairs.

Driscoll’s Mercantile and Restaurant - 1912 to 1915: Lucy Tabor sold the West 25 feet of Lot 1 to William and Amanda Driscoll on November 30, 1912 for \$1000. This site is located at the site of Dorchester’s Well Number Two (West of Jean Goessel’s House). The building where this mercantile and restaurant was located is just west from where the Miltimore Bros and John Miltimore & Son had their general mercantile store and which was erected by the Miltimore Bros. In 1895.

The Driscolls place an ad in the paper that said; “We have opened our restaurant in the former Herald Building - We have on hand a full line of high class Christmas Candies - Figs - Nuts - Cigars and Tobacco and a fresh new stock of groceries - We also have in connection with the above mentioned goods a first class lunch counter where a hot lunch or a meal can be had at low price. This ad came from a December, 1912 newspaper article. Amanda Driscoll sold the West 25 feet of Lot 1 to Ole Paulson on July 9, 1915. Ole Paulson moved the old building (which was constructed on this lot in 1875 by Berthin and Johanna Benson) on March 16, 1916 to the lot just north of where the American Legion Hall now stands. He sold it to Herman Kronschnabl who then made the lower portion of the structure into The United States Post office and the upper portion into living quarters for his family.

John and Margaret Schmitt - 1915 to 1937: John and Margaret Schmitt purchased Lot 9 Block 4 which contained “The Star Hotel” (now is Chuck’s Rustic Inn) on December 9, 1914 for \$4600. Shortly after that John and Margaret converted the saloon area into a general mercantile store while the hotel continued to operate in its designed function. Even though prohibition was introduced on January 16, 1920; there was no negative impact on the Schmitts as they were not selling spirits at that time.

John and Margaret Schmitt sold Lot 9 to Edward and Phoebe Kramer for \$13,290.87 via a Land Contract basis on May 19, 1920. This sale including all the stock and merchandise of the store. John and Margaret Schmitt regained control of the property and instead leased the building to Ed Kramer who operated “The Kramer General Mercantile” for at least 10 years (1920 to 1930) and probably a few years longer than that. In the summer of 1935, Matilda (Tillie) Schmitt converted the mercantile to a ladies clothing store. John and Margaret Schmitt sold the property to their daughter Mathilda Schmitt for \$2500 on May 25, 1937.

J.M. Olson Mercantile - 1919 to 1922: Newspaper ads reviewed that Mr. Olson operated a general mercantile store during these years. It does not say where.

A.Kotzin - 1918 to 1923: A. Kotzin opened a general mercantile in the Skruvani Building (known as the Weix Building) in 1918 and continued doing business there until 1923 when the building was leased to Louie Homsted for his Pharmacy Business.

Ed Kramer - 1920 to 1930: Kramer Mercantile Company was advertising in the Weekly Clarion newspaper listing specials for women's hosiery, men's gloves and an assorted array of grocery items. The mercantile was located in the John Schmitt Building which is now Chuck's Rustic Inn. A fire in December of 1920 destroyed all the stock and part of the interior causing \$7,000 in damages.

Richard Schreiber and David Schreiber - 1922 to 1957: Richard Schreiber purchased the South 37 feet of Lot 2 Block 4 from John Miller in February 1913 for \$2500. The building he purchased was a butcher shop and meat market. Richard brought many secrets of sausage making with him from Germany and his entry into the meat and sausage business was an instant success.

In 1915, Richard expanded the building and in early 1922; he expanded the business by adding groceries. A small variety of groceries at first but more as time wore on. If you needed cereal, he had cereal; he just didn't have 5 different kinds of cereal.

The building expansion was an addition to the West side of the existing structure. The addition was a two story brick structure, 24 feet by 27 feet in size with plaster and concrete placed over the exterior and interior walls. The upper story provided the Schreibers with adequate living quarters while the lower story provided Dick Schreiber with a new updated area for producing the finest sausage in the State of Wisconsin.

In 1941, Dick erected an addition on the north side of the building. This addition was an one story concrete block structure with plaster/concrete placed on both the interior and exterior walls. This addition was 10 feet wide and which extended 73 feet to the west and accommodated a walk-in freezer where patrons could rent a large locker (large enough to place about 80 pounds of meat) and take out a roast or porkchop package whenever one was needed for that day's or the next day's dinner.

In 1942 fire destroyed most of the east part of the building; including all the stock and equipment. A new structure was erected very quickly. In 1944, Schreibers became a official IGA retailer and now they carried pretty much a full line of groceries.

David and Donald Schreiber had taken over ownership of the Meat Market in 1946 and continued the operation until 1957 when first Don and then Dave left town for the last time. The freezer lockers were discontinued in 1957 after David decided to close the meat market/grocery store and take early retirement; at least from the retail store

business. They now concentrated solely on the selling of sausage to wholesalers. Schreiber's store was now closed for all of time. Another fire in 1960 destroyed the interior of the structure and Anselm Schmid purchased the property and rebuild the structure over a three year period and opened a hardware store there in 1965.

In 1961 Richard passed away while in Germany visiting family members. He body still resides in Germany but his soul and spirit are and will be always in the little hamlet of Dorchester.

Anna Krakenberger - 1926 to 1933: George and Anna Krackenberger purchased Lot 20 Block 2 on May 16, 1888 for \$225. This lot had a large two story building on it which was built by Anna and J.G. Schmidt in 1883. The building over the years would become well known as "The Krakenberger Building". It was the perfect structure in which to locate a business and that is exactly what George and Anna did. They opened a hardware store there in the fall of 1888 and operated it effectively until George passed away in 1908.

Anna and her son Raymond continued to run the business until 1926 and then they converted it to a hardware/grocery store. Groceries consisted of the basic staple items that households would need every day or almost everyday. This continued until October 31, 1931 when Raymond Krakenberger converted the store to a grocery store only. He stocked it with a full line of groceries and called his store "The Cash Grocery". Two years later in 1933, the business doors were closed for the last time.

Rutzky's General Mercantile - 1928 to 1943: Rutzkys were in the mercantile/grocery business for 15 years in Dorchester but never owned any real estate. In September of 1928, they leased the G.N. Schultz Building (Located where Cheryl Baehler's Beauty Salon now stands) and opened up Rutzky's General Mercantile. Their grand opening was on September 29, 1928. Eight months later on May 17, 1929, the building burned down. They immediately made arrangements to rent the Krakenberger Building (Just west of Louie Boxrucher's House) and they held their grand opening there on June 8, 1929. Seven weeks later they made arrangements to leased the Holtz Building for five years (Located on the lot north of Fuzzy's Tavern). On August 1, 1929, they had their second grand opening in less than two months and their third in less than a year. The Rutzky's continued leasing the Holtz Building until mid 1935.

1935 - 1943 In 1935, the Co-op Store decided to get out of the Grocery and Dry Good Retail Sales Environment and leased the Co-op store to Rutzkys. They remained at this location until October 1, 1943. At that time they sold their stock and moved to Mellon.

Anna and Harry Garbisch - 1931 to 1931: The Garbisch's who were operating a hardware store at the site where the Laundromat now stands added a full line of Groceries to their inventory in March of 1931. The building burned down five months later in on August 2, 1931.

Lawrence Franzen - 1934 to 1935: Lawrence Franzen was the manager of “The Dorchester Coop Co.” from 1927 until Jan. 19, 1934 but he wanted to try his hand at running his own operation. He resigned his managerial post and rented out the small building located to the West of Sebold’s Garage. The building in later years would become known as “The Midway Telephone Exc.” and “Mehner’s Paint Shop”. Franzel’s Grocery Store was ready for business but poor sales led to the closing of the grocery store after one year. Lawrence’s motto was “We sell for cash - We sell for less”. Lawrence took his family and headed for Milwaukee where jobs were more plentiful.

Premeau’s Meat Market and Grocery Store - 1933 to 1936: Albert J. and Alice Premeau purchased Lot 2 on May 10, 1933 from Clark County. This the lot and building now housing Fuzzy’s Tavern. They immediately built a two story building there and in late 1933 opened up a meat market. In February of 1934, they installed a full line of groceries and things were going well. Tragedy struck on May 18, 1934, Albert suffered a massive heart attack and died. He was only 35 years old. Alice kept the store going until she sold it to Andrew and Amanda Kaiser on May 19, 1936.

Edward Werner (Werner’s Clover Farm Store) - 1935 to 1939 (First Location) 1939 to 1942 (Second Location) 1942 to 1950 (Third Location): Edward Werner was a hard worker. His father passed away before his 11th birthday and since he was the oldest; it was expected of him to head the family and perform work duties usually reserved for much older individuals. While still in high school, he would be the one most responsible to see that products from the family’s milk route would get delivered on a daily basis and when possible he would work at the Dorchester Co-op’s Grocery Store. First as a shelf organizer and delivery boy, then clerk, then assistant manager. After ten years in 1935, Ed decided to go on his own. His experience at the Dorchester Co-op Grocery Store came in mighty handy in deciding the type of products he wanted to handle. He resigned from the co-op in May of 1935 and was replaced by Elmer Jensen. After discussions with Clover Farm Representatives, it was decided to focus on Groceries and Smoked Meat Products and a few dry goods products. Now to select a site, one that would be inexpensive yet be a good location where heavy traffic patterns existed. Alas, three doors to the south of the Dorchester Co-op Grocery Store was the Star Hotel and the north lean-to addition had just been vacated by Tillie Schmidt who had moved her women’s clothing store into the main portion of the Star Hotel. Ed rented the lean-to addition and “Werner’s Clover Farm Store” had been born. Margaret Erlei was hired as a clerk in the store and all went well the next couple of years. So well in fact that expansion was necessary. In 1939, Tillie Schmidt discontinued her clothing store which was located in the main portion of the Star Hotel so that space became available. Ed signed a lease with Tillie to rent the larger space; who now owned the building having purchased it from her father in May of 1937. Ed moved into the new quarters in the summer of 1939 and also rented a small apartment upstairs as he had just married his sweetheart (Regina Sauer) the previous year. Things again progressed along according to plan and two years later, Ed once again decided to expand the business. This time, he would build his own building so that the

design would best suit the needs of a modern grocery store, taking into consideration storage of inventory and walk-in cooler requirements. In addition, this would provide for his new bride to assist in the design of living quarters which would be located on the second story. Ed was able to purchase the East 50 feet of lot 25 Block 4 on Center Avenue which previously had been the Valentine Fleckenstein Hardware Store Lot. The hardware store had burned down some years before and it was considered prime real estate due to its position on the main road into town. Construction started in the early fall but soon came to a halt as 1941 turned out to be one of the wettest on record. With some additional effort and persistence by the builder; the new store was ready for the grand opening just after the new year of 1942 was born. Ed continued in the Grocery business until he sold the stock and leased the building to Otto and Emma Genrich on February 1, 1950. Two weeks later, Ed and Otto received an offer to purchase the business and so a three party arrangement was made. Ed sold the property to Wilfred and Marie Pinter on February 11, 1950 and Otto sold the fixtures and stock on the same day. So Otto and Emma were in the grocery business but not for long. Ed and his family moved to the outskirts of Dorchester on eighty acres of prime farmland. Yes, Ed was going into the dairy business as he thought it would be a better place to raise his four children; three of which were boys who were always on the go. Keeping the boys busy would keep them out of trouble, at least that was the reasoning. For the most part, it worked quite well.

Wilfred and Marie Pinter (Pinter's Clover Farm Store)- (1950 to 1953)

Elmer and Isabelle Krueger (Krueger's Clover Farm Store) - (1953 to 1955)

John and Janet Pinter (Pinter's Clover Farm Store) - (1955 to 1957)

Wilfred and Marie Pinter (Pinter's Clover Farm Store) - (1957 to 1959)

Richard and Adele Hurth (Dick's Clover Farm Store) - (1959 to 1961)

The Pinters came from Stanley where their descendants had lived for many years. Wilfred and Marie were hard workers and knew what it would take to operate a grocery store. Bill, as he was called was a learned man and became involved in many aspects of the community serving on both the School Board and as a Village Trustee. Bill and Marie operated the store until 1953 when they decided to purchase a dairy farm; much like the Werner Family had done three years earlier. Farming was in Bill's blood and that is what he wanted to do. Perhaps there was something in the water which caused that type of action to be taken.

Bill and Marie sold the business and leased the building to Elmer and Isabelle Krueger on September 1, 1953. On May 1, 1955, the Kruegers purchased the land and building across the street from Henry Genrich. The old portion of the building was razed and the newer front portion was added onto. This provided the Kruegers with the necessary space to have a nice sized new grocery store which their customers enjoyed coming to for a number of years. Living quarters were attached to the north side of the building. The grand opening was held on September 1, 1955.

John Pinter then took over the Clover farm Store opening the store on September 5, 1955 with a two day grand opening taking place October 21 and 22, 1955. John purchased the old Mayville Cheese Factory from Alvin Meyer on November 15, 1956 which he remodeled and began using as a slaughtering house; all the while continuing to operate the grocery store with his wife Janet. However, there were only so many hours in a day and John decided to concentrate on the slaughtering and sausage making business.

Bill and Marie then returned to the grocery business and operated the store from September 1957 until the late summer of 1959. They then leased the building once again; this time to Mrs. George Hurth and her son Richard who operated the Clover Farm Store from August 1, 1959 to November 30, 1961. For two years, Dorchester had three grocery stores once again, if only for a short period of time.

Bill and Marie now decided to discontinue leasing the business and instead renovated the building; converting the upstairs into two apartments and on the west of the first story installed a Laundromat; the east end was converted into a small but adequate space for a beauty salon or other small retail business. The Clover Farm Grocery Store and Label came to an end on that fateful day in late 1961. During the 1950s, there had been four grocery stores in operation at the same time. Now there were but two! The Clover Farm name that Ed Werner had brought to Dorchester in 1935 was no more.

Elmer and Isabelle Krueger (Krueger's Super Market) - 1955 to 1991: Otto and Emma Genrich and Henry and Maria Genrich sold a parcel of land described as Outlot 18 of Assessors Plat "A" to Elmer and Isabelle Krueger on May 5, 1955. Outlot 18 is located directly across the street from the Clover farm Store that Ed Werner built in 1941. There was a concrete block building located on the land at the time of purchase. The kruegers removed the north wall while salvaging the other three walls plus the huge plate glass windows on the south end of the building. They proceeded to built the largest grocery store the town had seen up to that point. A large three bedroom apartment was designed into the building and was located on the north end of the structure. The space in between the store on the south end and the living quarters on the north end was the garage and storage area. The name of the new store was "Krueger's Super Market" and because the size of the structure was greater than before, a bigger assortment of goods could be displayed for sale. The expert skills of the proprietors kept the business growing from one year to the next. Age became a problem as the mid 1970s came into view and the Kruegers started to advertise that the business was for sale.

Harold and Barbara Krauss purchased the business on May 13, 1977 and operated the business until September, 1984. Other owner operators were Brian and Sheila Steinmetz from 1984 to 1986 and the last operator of Krueger's Super Market was the grandson of the Kruegers'. Scott and Barbara Satter purchased the business on October 1, 1987 and continued until the summer of 1991. The Satters gave it a valiant

try but small businesses were next to impossible to break even financially; much less make a profit. The building was sold to Gerard Draxler (a builder) in November of 1993. His intention was to reconfigure the existing building and create a 4-plex apartment out of the grocery store but he changed his mind after expending a small amount of money. Jerry Draxler sold the property to the Dorchester State Bank in September of 2000. In 2001, the Dorchester Bank had the building razed to make ready the land for a potential bank expansion project which does not appear to be in the making as of this writing. Today Outlot 18 of Assessors Plat "A" is a bare lot beckoning for someone to place a new structure upon the land.

Ronald Ludwig (Ludwig's Super Market) - 1992 to 1994: When Ron Ludwig heard that the grocery store had closed in July of 1991 and would not reopen; he immediately decided to investigate the possibility of opening up a grocery store that would reflect a modern super market with the latest computerized scanning equipment and automatic door openers, etc. Ron was born and raised in Dorchester right across the street from the writer as well as being a classmate during our four years in high school. We both played on the Dorchester Red Devil basketball and baseball teams; the only two sports our high school had. His wish was one day to return to Dorchester and own/operate his own small super market. He worked for Schreiber's Meat Market/Grocery Store and the Dorchester Co-op Grocery Store during his high school years. There was no doubt, the grocery business was in his blood. From the day he graduated from Dorchester High School in 1959; his work always centered around the grocery business. He was an expert meat cutter and this expertise was essential to any operator of a grocery store. The main department in any grocery store is the meat department. If one does well there; the rest should fall into place. Ron contacted the village board in the late summer of 1991 and the village response was favorable indicating they would do everything possible to assist Ron in his undertaking. Ron obtained a parcel of land adjacent to the northeast corner of the Dorchester Park. Creating his own interior design, the building was a wood frame, steel sided structure, 60 feet wide by 100 feet in length. It was a beautiful building; the largest grocery store that Dorchester could ever hope to see.

The grand opening went well and overall business was good during the first year of operation. Many people hoped that "Ludwig Foods" would be around for a long time. The community had experienced before when Krueger's Store closed what it was like not to have a store in town. Two years later in 1994, after a brave attempt, the store had to close as loyalty among the citizens was not as it had been in the 1950s. Small businesses in small communities just could not compete with the larger stores in price or in variety of inventory. The day the store closed was a sad day in Dorchester.

The Heartland Co-op (The Heartland Co-op Grocery Store) - 1995 to 1998:

The Dorchester Co-op had consolidated their feed mill business with those of other communities and now they thought perhaps they should try their hand again at the grocery business. After consolidation, their business name had been changed to "The

Heartland Co-op". It had been 27 years since they had retreated from the grocery business in 1969 and now they were back to give it one more try. It was welcomed news in the community; to see that beautiful building stand empty is a sight that makes grown men cry. Here at last; salvation was at hand. The store opened once again in late 1995 but once again, not for lack of effort; the store closed three years later due to lack of sales. The end of the grocery business in Dorchester, forever was at hand. There would be no more money invested and no more effort expended attempting to establish a grocery store in the small hamlet of Dorchester. As they would say in the Deutschland; Auf Wiedersehen.

In 2002, the "Heartland Co-op" converted the once beautiful super market into a beautiful office building housing all of the administration functions necessary to operate a large enterprising company.

In all there were 21 different locations where Groceries and General Mercantile Stores sold and traded their products with the first store opening in 1874 and the last one closing in 1998.

Chapter 13

HISTORY OF HARDWARE STORES

This writer has decided that it is necessary to write a short history of all the hardware stores that serviced the people in the Village Of Dorchester and the surrounding area. The first hardware store opened its doors in 1883 and hardware products are still available in the community to this day; although one must admit that the term “Hardware Store” has a much different meaning today than it did 100 years ago.

It is imperative that today’s generation understand the importance of a hardware store back in the 1890s for without a store of this type selling what it did and performing services that it did; the early farmer and pioneer would have had a difficult life become even more difficult. Life for the early settlers was at best; hard. The following history talks about the first location in Dorchester where a hardware store existed.

First Location; Herman Zerler sold Lot 4 Block 4 to Frederick Gutwasser on September 20, 1883 for \$500. There was a small building on this lot when Fred Gutwasser purchased the property and in the fall of 1883; he started a hardware business selling farm supplies, building materials, paints, grease for wagon axles, kerosene, ammunition, dynamite and a host of manual muscle making tools such as picks, shovels and axes just to name a few, hinges-bolts-nuts-nails and almost anything else you can think of.

Fred was an astute businessman and soon realized it would be necessary to expand his product line and in the late 1880s; he became an agent for Deering Harvesting Machinery selling some of the early combines and hay rakes. He also added more building materials and paints to his inventory as more people were coming to the area and more people meant more building would take place.

The hardware store burned down during the fire of 1886 when multiple buildings on Front Street were destroyed. Fred saw this catastrophic event as an opportunity to build something bigger and better. He created a large structure; 26 by 78 feet with 20 foot posts for the first story of the hardware store. The main store area was 26 x 40 feet fitted with counters, drawers and shelving suitable and convenient for a hardware store. The rear portion which contains the living quarters will be 26 by 38 feet in size. The upper story will be used as a storeroom and tin shop.

Business was good and on June 27, 1889; Fred purchased Lot 3 from Joseph and Polly Ody for \$625. The small building on Lot 4 had become just that; too small. Fred didn’t waste any time and proceeded immediately to construct an addition on the north side of the hardware store. It was a wood frame structure and together with the

building erected in 1886; the space to serve the public was more than adequate. The building was designed so that some storage was available in the upstairs attic area. In the spring of 1890, Fred purchased a parcel of land from the railroad which was located across the street from the hardware store and erected a large warehouse structure for the sole purpose of maintaining inventory of larger items.

Harness Making had always been a service provided by the Gutwasser Hardware Store but harness making and repair took time. Time which Fred didn't have so on February 13, 1903; he hired Henry Alt to make and repair harnesses on a full time basis. This service was provided from the warehouse building across the street from the store.

Once again in the spring of 1895, disaster struck the Gutwasser Hardware Store as the second largest fire to that point wiped out most of the downtown area, including the hardware store. Fred was a tough fellow and this second fire almost brought him to say "the heck with it" but no he wouldn't give up. The next week plans were drawn up and construction on a new building began. During the construction phase, Fred opened a small hardware store in what would later become the Clarion Office. The building was completed in the summer of 1895 and measured 52 feet by 80 feet. This time, fire prevention materials would be utilized in the construction. A hard fired brick veneer would be applied to the sides of the building and a tin roof would be installed as well. This large space building has endured all these years until the present day. However the building at this writing is not long for this world as there has been no permanent occupier of the space since the early 1970s. Surely it will be demolished within the next two years, either by the owner's efforts or by directive of the village board.

Fred also constructed an attached lean-to building on the north side of the hardware store and sold from that location; cream separators made by the Empire Separator Co.

Fred operated a successful business until he sold the property to O.A. Peterson in October of 1909 for \$5500. The Peterson Bros. Hardware Store advertised in July, 1912 as follows: Sash and Doors - Pots and Pans - Enamel Ware (Cream City Garnet Enameled Ware) Any Piece 25 cents - Wood Heaters and Coal Base Burners. O.A. and Rose Peterson, Alex and Frieda Kriewaldt and A.J. Lammers all owned the business during 1913. The Lammers sold the property to Paul Peters in 1914 but the property was returned to the Lammers in 1915. The Lammers sold the property in 1915 to Haaken Anderson but once again received the property back in 1918. The Eagle River Land Company purchased the property in 1918 and several months later sold it to Emma Benson. Emma Benson Quit Claimed her interest in the store and warehouse in 1920 to Joseph Regle (who may have been Emma's brother-in-law). Four years later in 1924, Joseph sold the operation to his son John Regle who operated the hardware business until 1929 when E.R. Erickson purchased the business. Mr. Erickson was a natural leader, a community leader who strived to make Dorchester a better place in which to live. He was involved in local politics and was elected to Dorchester's highest elected position; that being Village President. E.R. and Mildred Erickson operated the

business until Beatrice Bieck purchased the business in 1945. Beatrice ran the business for seven years and in 1952 sold the business to Dr. Alwin and Mrytle Schief. Dr. Schief purchased the building and utilized the north lean-to addition as an office and treatment room for his dentistry business. The hardware business was turned over to his son Gordon who operated the business during this writer's early adolescence and teen years. Gordy (as he was known) operated the business until 1960. It was around this time when small town businesses began their decline. People were looking for bargains, bargains which only the larger stores could provide due to their buying power. The convenience of getting into a car and traveling to Abbotsford, Medford and even Marshfield to shop became a weekly ritual. It was no longer a burden for people to shop elsewhere but it was something that everyone talked about doing; it became yes, routine. The small town business would continue its downward spiral until today, it has become necessary to shop out of town for almost everything.

Anselm Schmid leased Gordy Schief's Hardware Store in January of 1960. He had been operating a roofing and siding supply company a bit north of Seidel's Corner along State Highway 13 and the availability of a good size store in town made sense for the supply business to be expanded to a full fledged hardware store. The Schmid's operated the hardware store from January 1, 1960 to March 1, 1964 when it was taken over by Mr. and Mrs. Art Siikarka. The Siikarkas had their Grand Opening on May 15 and 16 of 1964. They operated the store for a year before closing the doors.

Second Location; The second location that housed a hardware store was called "The Krakenberger Building" and was located at the corner of South 3rd St. and Main Street (West 1st Avenue).

Anna and J.G. Schmidt constructed a building on Lot 20 during the months of April, May and June of 1883. This structure initially supported two large households, one up and one down. This building was a very large building and was purchased by George and Anna Krackenberger on May 16, 1888 for \$225. This building was the perfect structure in which to locate a business and that is exactly what George and Anna did. The second hardware store in Dorchester was opened in the fall of 1888 and operated effectively until George passed away in 1908. In the summer of 1902, a large warehouse was constructed to the East of the main building. A warehouse of this type was essential so that large items could be stored, sold and delivered immediately. Some examples of items that would be stored were kitchen stoves, kitchen Hoosiers, barrels of kerosene, beef hides which would be made into harnesses and other leather products and all kinds of products which were available for sale or which would be made into saleable items.

A lean-to was also attached to the East side of the main building and after the big fire of 1923, the Dorchester Clarion (printing press) and all was moved temporarily here for the weekly production of the community newspaper.

The store was located in the front (north) portion of the store and living quarters in the rear (south) portion of the first story. Anna and her son Raymond continued to run the business until the mid 1920s and then they converted it to a grocery store. This continued until 1933 when the business doors closed for the last time.

Third Location; the third location of a hardware store was on County Trunk "A" at the east end of Lot 25 Block 4. Today it is the site of where the Laundromat stands.

A.L. Roy obtained title to the property on April 27, 1891 and immediately set upon to erect a place of business for himself and his family. The large two story wood frame structure was of adequate size with the first story functioning just fine as a hardware store and the second story was used for the storage of inventory. He also constructed a residence on the West end of Lot 25 the same year. By fall, the store was up, occupied and well stocked to meet the needs of the local population. The business and property was sold in 1901 to Valentine Fleckenstein who operated the business for fifteen years. Valentine in 1907, put an addition onto the south side of the store and increased his hardware stock at that time. He also obtained a franchise from the Metz Manufacturing Company to sell the Metz automobiles and the new addition provided space to service the cars he sold. One Fleckenstein ad read; We sell Clean Sweep Hay Loaders - Osborne Disk Harrows, Plows and Drags - Gasoline Engines - and a full line of Implements at the right price; also, Stoves, Ranges and Heaters. One can see that Mr. Fleckenstein was quite involved with many aspects of people's lives. He also was an inventor and built bicycles to order.

In December, 1916, Valentine Fleckenstein sold the business to Anna Garbisch. Anna and her son ran the business for a number of years. In August of 1931, the building burned to the ground and Anna was unable to meet her financial obligations. In 1935, the holder of the mortgage filed suit for non-payment and by late 1936, Clark County via a sheriff's deed awarded the property to the mortgage holder.

The three owners had operated the hardware store for over 40 years and it was always considered a good place to go for those necessary items.

Fourth Location; The fourth location of a hardware store was the building north of the first location and which came to be known as the Schreiber Meat Market, a place that will long be remembered as a place where the finest sausage in the state could be bought. The Schreibers continued in the sausage business until 1957 and then Richard Schreiber who purchased the business in 1914 passed away in 1961 and the estate sold the property to Anselm and Rowena Schmid on June 1, 1961. The building had burned out the entire interior in 1960 and the Schmid's spent the next couple of years rebuilding the old burned out meat market and grocery store. In January of 1965, Anselm and Rowena opened a hardware store in the small but adequate space that was available; relocating their stock from the old hardware store next door. They continued with the business until February of 1966 when they sold the business to

Kenneth and Evelyn Marcott. The Marcotts ran the business for two years and then decided that the long hours were too exhausting for the return on investment. They sold the business back to the Schmids who ran the operation until 1968 when they too decided other business ventures might prove more worthy of their efforts.

So four locations from 1883 to 1968 serviced the Dorchester area with hardware store items ranging from nails and hand tools of all types, kinds and sizes to ice boxes and stoves plus leather products made to order and almost anything one can imagine. This type of store came to an end 85 years after it began. However one last note, the end was not quite in sight yet for in 1969, the Dorchester Co-op built and remodeled their feed store and one of the Co-op board members suggested added some space for a small retail store specializing in items that would benefit their farm customers and keep them from having to make a separate trip to another community. The suggestion was approved and so bolts, nails, screws, milk drinking cups, shovels, picks, axes, hammers and other hand tools, electric switches, etc. etc. etc. and over time customers would suggest other items should be inventoried. Over time, the amount of space did not expand but the number of items available for sale surely did. Today the Dorchester Co-op (now called Heartland Co-op) continues to provide their customers with the best service possible and yes they still provide hardware items for their customers as well.

In 1970, Meyer's Lumber Company decided to expand their lumber company as they were now handling not only 2 by 4s and other sticks of lumber but roofing materials, concrete and almost everything necessary to construct a building. A new office building was needed as well as a building to house items for sale which could not be stored in open sided buildings in the yard. Later in 1981, a new large addition was added to the west side of the structure and when it was completed; thus began the sideline of a hardware business. The structure is quite large and houses many inventoried items including many hardware items, plumbing pipes, electrical items, tools both hand and powered units, hundreds of gallons of paint, windows and doors and if the right style and size is not available in inventory, custom made units can be ordered and delivered in two weeks.

In 2000, they added another dimension to services provided, a large number of rent by the hour or day machines that people need but once a year or once every 5 years. One example would be a rota-tiller or a stump remover. This part of the business has been very successful and gives customers a wide variety of options. Almost anything one needs can be purchased at Meyer's Hardware Store; I mean Meyer's Lumber Company.

Chapter 14

History of Livery Stables and Drays

Livery Stables and Drays were not considered an exciting business nor was it a highly profitable business. Initially, there was not a need for a livery stable as each residence of the community also had a small barn in the rear of the house. This small barn would be sufficient to house two animals, either two horses or a horse and a cow. Hay would be stored in the loft for feeding and it also served as insulation and kept the barn and animals a bit warmer than otherwise would of been the case. The farmers all had their own horses and the means to keep them housed and fed so the need for livery stables did not come into play until the population had reached a certain level. This occurred in Dorchester in 1894, a full twenty years after the pioneers first settled the area. The population had reached close to 500 people and the level of supplies and equipment bought and sold each year had reached a couple hundred thousand dollars. This in turn brought salesmen and other business people to Dorchester and since they arrived via the railroad, once they got here; transportation was needed to get from one place to another.

The livery stable provided for a number of services; the most important was that of renting horses to anyone that needed transportation. Locally as mentioned, the need was small but the salesman and traveling professional required a good sturdy mount. For those expert enough in the knowledge of horses, one could also rent a saddle to keep them perched on top of the animal instead of on the ground. Those requiring something a bit more safe could rent a buggy with a top for protection from the sun or rain. The buggy would be hitched up by the livery personnel and so the customer had little to do except keep the horse heading in the right direction. From time to time, heavy items such as stoves would arrive on the docks of the railroad depot. The store owner who ordered it would be responsible to see that the item would be safely delivered to the customer. The customer could be a mile or two or more away and the store owner would rent a dray from the livery. The dray was a sturdy and low to the ground wagon which made it easier for loading and unloading.

In the winter months, the drays and buggies would not be of much value as the snow and ice may it need impossible for the horses to pull through the drifts of white. While the horses could plow through the snow all right, the wagon wheels quickly sunk into an abyss and the horses would refuse to move a foot further. This brought the sleigh into operation making it practical to travel in the winter months and so sleighs were added to the livery's array of equipment to be rented by those who needed winter transportation. Sleigh service was provided in one of two ways. A separate chassis would be available and this sleigh would be stored in the non-winter months. The other more financially astute way would be to remove the wheels from the buggy or wagon and then install runners to the underside of the chassis. There were kits

available to perform this task but of course a fair amount of labor would go into making the switch from summer to winter driving and back again.

Twenty years after liveries first started in Dorchester, their importance decreased and slowly bit by bit they discontinued operation as the automobile became more and more popular. However, at least one of the livery stables in Dorchester added two automobiles to the inventory of horse drawn equipment that could be rented. This provided another option to the clients who were looking for transportation and in good weather, why - who wouldn't opt for the auto.

A tribute should be paid to those who provided this service as it was not a lucrative undertaking. Usually four horses would be the number of animals retained at the livery and this meant that adequate food which consisted of hay and grain feed had to be purchased. Veterinarian services would be required from time to time. Wagons and buggies had to be greased and repaired on a regular basis. Waste products had to be hauled to an appropriate sight. So we say to the liveryman, thank you for your service to the community. The liveries will be listed by date by location.

First Location - Pierce's Livery - 1886 to 1888: A livery rig can be rented at J.O. Pierce's Livery in Dorchester, at least Lane says so, as written in the June 16, 1887 edition of the Colby paper. No location has been confirmed.

Second Location - The Central House Livery - 1876 to 1929: Sullivan and Melia Hugoboom purchased Lots 12 and 13 Block 4 (where Pinter's Packing Plant now stands) in 1876 for \$215 and that year erected "The Central House" hotel and a large livery stable was built near the west end of the lot by the alley way. The livery served hotel patrons who had their own animals and the general public who needed transportation. The hotel burned down in 1890 and the livery stable incurred some damage. The hotel and livery stable was rebuilt by Henry Haeuser shortly after he purchased the property from William Hopfensperger in November of 1902.

Hugoboom & Cornwell - 1895 to 1902: In May of 1895, Messrs. Hugoboom & Cornwell opened a new livery stable and an office at the Central House (located near the alley where Pinter's Packing Plant now stands). They report a very good business for the start. They were leasing the property from the Central House owners at the time.

Haeuser's Livery Services - 1902 to 1929: The Haeusers owned the property from 1902 until it burned down along with three other buildings in May of 1929.

Third Location - The Star Hotel Livery - 1876 to 1930: The Star Hotel (located where Chuck's Rustic Inn now stands) had a large barn located on the lot adjacent to the hotel and saloon which served as a livery stable and provided another service for their patrons. Those who used the hotel on a regular basis may or may not arrive by horse but if they did; adequate space in the barn was available for their animal. Feed and

other services such as grooming and rubdowns could be purchased from the proprietor of the hotel. These services were available to the patrons of the hotel and by the general public. The barn burned down in the fire of 1886 but it was rebuilt before the end of that year. In Sept. of 1920, Ed Kramer moved the old LeClaire Opera House Building to the site for use as a storage shed for his general mercantile store. These two large buildings co-existed on the lot until 1924 when John Schmitt (owner of the property) used some of the materials from the old livery and the land it sat on to erect a building which would become part of Foxy's Undertaking Parlor. Liveries were on the way out, as the auto would become the choice of those needing transportation.

Fourth Location - The Koerner Livery - 1894 to 1908: John and Martha Koerner purchased the East One Half of Lots 14 and 15 Block 4 (where the village hall now stands) plus other lots on November 10, 1893 for \$761. In 1894, they erected a large two story barn with two huge swing doors facing the south; doors which were large enough for the biggest wagon to go through. So far no interesting and factual bits of data have been sifted from the old records regarding the Koerners. After fourteen years of providing transportation for the traveler, the Koerners sold their livery and dray business to Carl and Minna Knopp.

Carl and Minna Knopp - 1908 to 1909: The Knopps purchased the property on July 9, 1908 for \$400. No other information is available at this time.

Henry Lieders - 1909 to 1909: Henry Lieders purchased the property on May 17, 1909. Henry was in the real estate business and I suspect he acquired the property strictly for resale and a profit.

Otto Sauter - 1909 to 1914: Otto purchased the property on July 20, 1909 and proceeded to erect an additional and very large 40 X 80 foot livery barn which was used mainly for the storage of wagons. It was completed by the end of November 1909. In December 1911, he made living quarters out of the upstairs portion of the livery.

Charles and Exxie Schaus - 1914 to 1916: The Schaus purchased the property on July 14, 1914 for \$4000.

Charles Burss and Peter Maslowski - 1916 to 1918: Charles Burss and Peter Maslowski purchased the property on July 29, 1916.

Peter M. Maslowski - 1918 to 1923: Peter M. Maslowski purchased the property on August 10, 1918. Peter (Mike) Maslowski is going to rent his livery stable to Art Holliday of the Town of Little Black. Ed Sauter is going to do the draying until Art moves to town. Art is also going to start a machine and auto repair shop. So if you require a horse to get somewhere or your automobile needs new tires, Art will take good care of your needs.

Henry Lieders - 1923 to 1929: Henry Lieders purchased the property on June 29, 1923 for \$100. Although I have not come across any information about the building burning down; there has to be an explanation as to why the property in 1923 sold for \$100. I believe that since Henry Lieders was in the real estate business, he gave \$100 plus traded another property for the livery. This was a common practice in those days and would explain the low monetary value paid for the property.

Rudolph Ulrich purchased the property on November 9, 1929 and immediately renovated the entire structure. He improved the living quarters and converted the first floor into a saloon and billiards area. Livery service from this location had ended.

Fifth Location - The Dorchester House Livery - 1895 to 1930: For thirty five years, the Dorchester House and Block Hotel operated a livery stable for their overnight guests and for the general public. Full services were available to individuals for their horses including grooming and feed grains. Stable boys would ensure that the horses received the care that their masters paid for. No dray service was provided at this location. The Dorchester House burned down in 1915; however the livery stable continued to operate after the Block Hotel was erected on the site up to about 1930. A newspaper ad from the March 1928 edition of the Weekly Clarion states: Horses For Sale By Hunt and Leffel - We have received a car load of dandy horses from five to eight years old and weighing from thirteen hundred and fifty pounds up to fifteen hundred pounds that can be looked over at the Wuest Hotel Barn Dorchester, Wisconsin at your own convenience. But don't wait too long as they will be taken rapidly. All horses will be sold at private sale and guaranteed as they are sold. During the thirty five years that a livery and horse sales barn existed on Lot 1 Block 4; a number of owner/proprietors operated the hotel and livery. John Burger was the first in 1895 and the last fifteen years it was operated by Vincent Wuest.

Sixth Location - Wieden Livery and Dray - 1895 to 1902: Ida Wieden purchased Lot 3 Block 2 (where Brian and Danielle Schauer now reside) on November 21, 1895 for \$1000. The Wiedens already had a large two story barn located near the west end of the lot and decided all they had to do was to hang out a shingle advertising a new business in town. The barn had been built in the summer of 1878 and previously was used as a workshop and horse barn. The livery stable and full service dray was the first on the south end of town. A wagon, buggy and two horses already owned by the Wiedens was the only other major investment required to accommodate the traveler or businessman arriving by train. The old barn was razed in the 1960s as it had become dilapidated and became a haven for all kinds of animals and birds.

Marie Dewhurst - 1902 to 1909: Marie Dewhurst purchased the property in 1909 from Ida Wieden for \$50. It is believed that Marie was related to Ida Wieden which would explain the low price paid.

Otto Sauter - 1909 to 1911: Otto Sauter purchased the property on March 2, for \$400.

Miller's Livery - 1911 to 1916: John Miller purchased the property on Dec. 14, for \$1700.

Billock's Livery - 1916 to 1920: Ernest Billock purchased the property on May 18, for \$1000. The Billocks operated the livery until 1920 when they sold it to Joseph Schober for \$1500. Joe was a carpenter and converted the barn back into a workshop. The end of the livery stable at this location came after 25 years.

Seventh Location - Kramer's Livery - 1902 to 1907: Jim Kramer (grandson of Conrad) tells me that his grandfather operated a livery stable around this time. The writer was able to verify this data from the September 19, 1902 Dorchester Herald newspaper. It states that Conrad Kramer is building a large livery stable on Main St. Main Street at that time was what is now 1st Avenue West. Jim tells me it was located just west of the old Froland (Doberstein) residence. Another article points out that the Koerner lots were sold to Andrew Lieders and he sold the west (I think they mean East) half to Kramer who has a 30 x 80 livery barn. If more information is detected, it will be added here later. On April 4, 1907, Conrad Kramer's livery barn burned down along with two horses who were lost in the fire.

Eighth Location - Hoffensberger's Livery and Sales Lot 1902 to 1933: A large horse barn was erected on Lot 1 (where Sharon's Cozy Corner Tavern now stands) at the same time that a saloon was first constructed there in 1902. It was a long building running north by south with the entire east end open. Even then it provided sufficient protection to the animals housed there. This was a livery sales lot and also functioned as a livery barn where horses could be rented. Mr. Gehring erected the saloon and the grand opening was on July 4, 1902. Mr. William Hoffensberger erected the large (open on the east side) livery barn and sales barn at the same time. Saloon customers could keep their animals safe and warm while waiting (sometimes for lengthy stays) for their masters to come take them home. The barn continued to function in this matter until the saloon and other buildings burned down in 1933. In the 1920s and early 1930s, the barn was used less and less due to the automobile becoming popular. Yes, the horse was on the way out.

Ninth Location - Verhulst's Livery and Dray - 1903 to 1909: The Verhulst Livery and Dray was located across the street where Troy Ballerstein now resides. He originally had a cheese factory but sold that and purchased the livery stable from C.J. Leitz on April 15, 1903. Within the week, he rented Conrad Kramer's Livery Stable on Main Street and moved his livery stable there. On April 24, 1903, he purchased a horse and dray outfit from John Cardinel. In August of 1903, he started repair work to the barn on the Lapp place for more space for his horses. In September of 1908, John added a large addition to his livery stable. John sold the livery and dray to Barney Burns on October 1, 1909. No information could be found that would provide a clue as to the location of where Jack Cardinel had his Livery and Dray business.

Barney Burns Livery & Dray - 1909 to 1913: Barney Burns ran the livery and dray for an unknown amount of time. He had just purchased the original St. Louis Rectory a month earlier and moved it to this site before the snows hindered the move. The livery was located on fourth street north of the bridge.

Tenth Location - Mead Bros. Livery and Sales - 1905 to 1922: A newspaper advertisement of April 15, 1921 states; STOP - We have opened our barn with a fine bunch of good heavy horses weighing from 1,400 lbs. to 1,600 lbs. All are young stuff from 5 to 7 years old. If you are figuring on buying a horse or team, come before they are all picked up. Mead Bros. Dorchester, Wisconsin. Located in the barn back of Kramer's Store (where Chuck's Rustic Inn now stands). It is believed that the Mead Bros. were in the livery and horse selling business for many years. Their place of business was in all probability located along South Fourth Street as they owned property there. However, very little information regarding the Meads can be found at this time.

Chapter 15

History of Medicine In Dorchester

The data which provides information for this chapter came from whatever source was available; some from the Centennial Book of 1973 and some from personnel accounts or remembrances, recollections, old records and the like.

Medical treatment in the early days was crucial to the saving of lives. Without someone who could attend to ailments quickly; life could quickly come to an end. Medical professionals were viewed as though they were a step higher on the ladder.

At that time the majority of patients came from physical mishaps at the sawmill and from the lumberjack camps where the axes were flying at a mighty clip. A number of foolish, acting younger than they were, men became patients as a result of jumping on and off of trains. There were very few medicines available at the time but any doctor knew that the most important medical treatment that could be given was to ensure the wound was kept clean to avoid infection. Infection could be a killer as there was no real treatment. Pine pitch was used to draw out the poison already in the body; it wasn't an anti-biotic but it was better than nothing. The only hope was that the body was strong enough to fight off the attack against the red blood cells. Amputation was also a real possibility if gangrene set in before the infection was abated. Many limbs were removed from the adjoining structure if a major artery or vein was severed as there was no way back then to attach the two pieces back together. Most of these cases were created when a worker fell onto the saw at the mill and this occurrence was quite common due to the heavy logs being bounced and thrown around in an unanticipated way. Leaves and bark from certain trees would be collected, ground, mixed with water and served as a hot tea or placed on the wound itself to quench the fever or infection.

I wanted to include some ads that were consistently included in the newspapers of 125 years ago:

No one thing has caused such a general revival of trade at Salter's Drugstore as their giving away so many trial bottles of Dr. King's New Discovery for Consumption (TB). Their trade is simply enormous in this very valuable article from the fact that it always cures and never disappoints. It accommodates Coughs, Colds, Asthma, Bronchitis, Croup and all throat and lung diseases are quickly cured. You can test it before buying by getting a trial bottle free, large size is \$1.00. Every bottle is warranted:

Oh What a Cough - Will you heed the warning. The signal perhaps of the sure approach of that more terrible disease; Consumption. Ask yourself, if you can afford for the sake of saving 20 cents to run the risk and do nothing about it. We know from

experience that Shiloh's Cure will cure your cough. It never fails and this explains why more than a million bottles were sold the past year. It relieves Croup and Whooping Cough at once. Mothers, do not be without it. For Lamé Back, Side or Chest use Shilohs Porous Plaster.

Dyspepsia and Liver Complaint - Is it worth the small price of 75 cents to free yourself of every symptom of these distressing complaints. If you think so, call at our store and get a bottle of Shilohs Vitalizer. Every bottle has a printed guarantee on it; use accordingly and if it does you no good, it will cost you nothing.

We have a speedy and positive Cure for Catarrh, Diphtheria, Canker Mouth and Mead-Ache in Shilohs Catarrh Remedy. A nasal injector free with each bottle. Use it if you desire health and sweet breathe. Price 50 cents.

Everyone then like now was always looking for something to make them feel better. The remedies of the day probably did noone much good but then like now; how would one know unless one tried it. It certainly did noone any harm and if some of the people found relief; then the physician felt comfortable in further recommendations of that specific remedy.

Medical professionals and the practice of treating patients turned out to be one of the most rewarding research projects undertaken for these writings. Although I was not able to find information as it related to the actual treatment of illnesses; there was mention of physicians going to homes for the purpose of analyzing a patient and the doctor in a very short time would declare the patient in a crazed state and direct the patient to an insane asylum. I suspect that some of the potions mentioned above were utilized in many cases much like doctors today providing a prescription to be filled by the pharmacist. There was also mention of a doctor opening up a drugstore so it would appear he could obtain revenue from both ends of treating a patient. The following data is separated by type of medical service provided and listed in order by this writer's perception of importance.

Medical Physicians (MD)

Dr. Freeman- 1875 to 1878: According to the Centennial Book and early records, Doctor Freeman arrived in the small hamlet of Dorchester in 1875 and set up a practice. After a few years, Doctor Freeman relocated to Colby where there were more cash paying customers than in the small group of people residing in Dorchester. However, Doctor Freeman was true to his oath and continued to return to Dorchester whenever needed. An article in the Medford newspaper which was reported on June 15, 1878 states that Dr. Freeman from Colby is a fine physician and surgeon. When Dr. Freeman left Dorchester in March of 1877 and went to Colby; he established a drugstore to take up his time when he was not doctoring patients. Dr. Freeman was appointed U.S. Examining Surgeon for Colby in August of 1877. He placed an ad in the

paper to all citizens of Colby which read; your biennial examination is required at the September payment. It is believed that Dr. Freeman was medically responsible to ensure that all citizens of Colby had an examination to protect the general public from typhoid fever and other contagious diseases. I could not interpret the meaning of the September payment. It is hoped that more information about Dr. Freeman can be found in other available records of the past.

Dr. Mertig - 1880 to 1882: The Medford newspapers of the early 1880s stated that Doctor Mertig of Dorchester is kept quite busy attending his many patients. The doctor has gained a great many friends here and his presence is indispensable. This was the only reference to Doctor Mertig that could be found.

Dr. Henry Monroe Nedry - 1883 to 1909: Dr. Henry M. Nedry arrived in Dorchester in 1883, not too many years after the departure of Dr. Freeman and only six months after Dr. Mertig left the scene. He was born on April 26, 1855 and at the age of 28 had completed his medical training. Dr. Nedry and his first wife Minerva had nine children (seven sons and two daughters) and she passed away at a early age in 1899. He remarried and had one more child with his second wife, the former Minnie Rosin whom he married on January 23, 1903. This youngest child met a tragic death as a teenager when attempting to swim across a river in Ohio where the family had moved. The current was apparently stronger than it appeared on the surface and the young Nedry became tired and succumbed to nature's way. Two of Dr. Nedry's sons followed in his footsteps and became medical doctors, one of which (Clive) formed a partnership with Dr. Nystrum of Medford and together they founded the Medford Clinic. Later Clive went on to further his education and became a specialist as a doctor of EENT. The other son, Galen Nedry studied medicine at one of the Chicago colleges so states a Medford newspaper article of June, 1910. According to Bob Nedry, now living in Sun City Arizona, Galen became a heart specialist; who studied in Europe during the 1920s.

I have discussed the Nedry Family with Bob a couple of times via the phone. He is the son of Maurice Nedry who was the principal of the Dorchester High School in the late teens and early twenties of the 20th Century. Clive and Galen were two of his uncles. Bob stated he had accumulated over the years a fair amount of data about early Dorchester which of course I would like to view. However, he informed me that while living in California, his home was flooded and much of what he had was destroyed. He still has some material but it is presently in a storage shed with his other belongings while he completes his move to Sun City, Arizona. It is doubtful that his materials and their content will make the pages of this book before press time. However, that is one more reason to consider a second writing at some future date.

Dr. Galen Nedry (as obtained from the Medford newspaper dated January 5, 1922) while studying for an advanced degree in Europe wrote this letter home in late 1921. Although, it does not specifically deal with medicine; I found it interesting and decided to record it here along with information about his dad. Dr. Nedry writes from Austria -

Much misery in Austria. Middle class has suffered at hands of the rich. The Star News has the following letter from Dr. Galen Nedry who with his brother, Dr. Clive Nedry is taking advanced medical and surgical work in the old Austrian capital. The postage stamps on the letter read twenty five Kronen which before the war would of been valued at \$5.00 of our money. Vienna Austria - December 4, 1921. Dear Mr. Conrad: I thought you might be interested in knowing of some of my experiences over here and also of hearing of conditions existing in these war-ridden countries; so am taking this opportunity to write a few lines regarding these things. I am no authority regarding the intricacies of international problems but have observed and am observing what the people themselves are up against. The present form of government which is in power here in Austria is not a success nor is it likely that it ever will be. There is of course a certain part of the population who have greatly benefitted. However, it is quite safe to say that the majority of the Austrian people are not content and one cannot blame them when considering the problems which they are compelled to face. Visitors to Vienna are quite surprised when they first arrive here. They have all heard and read reports about poverty, etc. and expect to see deserted streets and hungry people but such is not the case. They see a bustling city, beautiful shops, taxicabs and automobiles dashing about everywhere. The hotels are filled to capacity and the restaurants are crowded. They quickly decide that the reports regarding the terrible misery existing here is a fallacy instead of grim reality. After one lives here for a short time and gradually grows to become very familiar with the actual conditions; he realizes that this first impression was very erroneous and that misery of the worst kind actually exists and that the people are in terrible straits. It is the great middle class who are suffering the most; although they are for the most part too proud to parade their poverty. Coupled with them are the unemployed and the underpaid but they form the minority. The rich have been made much richer and conditions for the people who had previously formed the lower class have been somewhat improved but in no part of the world do the rich and the so called lower class form the greater part of the population. Included in this middle class who are poverty stricken are all of the professional men, officers of what was once the proud Austrian Army, Navy which no longer exists, judges, officials of the state who are now unemployed, railroad officials, etc. The suffering which these classes are suffering are terrible and it cannot last. One must realize that only chaos and suffering can result from war but the peace which these people have faced seems to be as terrible as the war itself. Austria has been stripped of all of her resources; everything except Vienna and vicinity having been divided. Vienna itself is not self supporting and never can be for this reason. As a result of the financial affairs of this country are in a most hopeless condition and the value of the Kronen has been constantly depreciating. Last week one American dollar would buy 8500 Kronen while the pre war ratio was 1 to 5. As a result the country is flocked with foreign speculators; as well as the so called speculators on the exchange which is made up of many rich natives together with profiteers of all kinds who are preying upon the helpless conditions of these people and this depreciation is the result. The printing presses are busy day and night printing money and the paper which is used has more value than the value of the note. With no resources and no

reserve financial backing to improve the value; it can only lead to increased depreciation and then ruin. Therefore upon arriving here, one does not come in contact with the Austrian people as a whole but instead with this class of speculators and foreigners mentioned above. This hopeless financial condition along with the increasing poverty and winter coming on with its consequent cold and hunger is hurrying the climax which is bound to come. As a result, last week I saw for the first time about ten thousand people in the form of a mob; desperate in their poverty and plight and just as desperate in their protest of existing conditions. This mob assumed the attitude of revolutionaries and with red flags flying and red ribbons on their arms, marched toward parliament armed with clubs and what not; smashing windows of certain hotels, shops and cafes en route. This was a demonstration of protest and unless conditions improve; there are more sure to follow. It seems to me that the only salvation of this form of government is to pass strict laws relative to financial speculation and have them rigidly enforced; a gold reserve backing the valuation of the Kronen, taxation in proportion to one's wealth and income. If something is not done one of these things is sure to follow: First - a second Russia with its bolshevism. Second - Joining with Germany. Third - Return to a monarchy. Fourth - Make Vienna an international city. One or another of these four must result unless something is done in the near future. More demonstrations of a similar or a more serious nature are expected daily. Give my kindest personal regards to all of my Medford friends. Sincerely G.C. Nedry. M.D.

During the middle of 1895, Dr. Nedry built his wife and family the most beautiful of all homes in the community. It was something to behold and would of made Queen Victoria happy indeed. It was a true replica of a Victorian styled home and just to give you an idea of the size of the structure. Today there are four independent, middle sized apartment in the home; two upstairs and two downstairs. It was constructed with undo care to ensure that no detail would be left unattended to; including the scale of the gingerbread decor on the outside of the building. This large two story structure would leave those passing by with mouths agape. The home was located on South Fourth Street and was owned by Elmer (Grub) Genrich for a number of years and more recently by Dick and Joan Hunsader. The home still stands and functions today as a Four-Plex apartment building.

Dr. Nedry established an office in the new home as he had done the previous two years at his other place of residence and treated patients there until he purchased a parcel of land near the east end of Lot 20 Block 3 (located next to where the Dorchester Clarion office stood). He purchased the land from Charles Fessler (who had a shoe store next door) on September 21, 1899 for \$80. He erected a small one story office building there that fall. Dr. Foley who was to follow Dr. Nedry purchased the property on September 17, 1909.

Dr. Nedry served the community faithfully for 26 years until 1909 when he officially retired. The good doctor's health was not good and he was advised to go to a dryer

climate. He purchased a 300 acre farm in Fulton, Kansas and moved there. However two years later in 1911, after one of the worse droughts that Kansas had experienced up to that time; he decided to return to Wisconsin. In November of 1911, he stopped in Dorchester to visit old friends on his way from Kansas to Medford where he purchased a practice; intending to make it his future home for his final days as a practicing physician and to spend his retirement years. However, a doctor never quite fully retires and there were a number of occasions where his expertise was required. He accepted that and continued to provide medical attention to those in need until the end was in sight. Dr. Nedry moved his family to Melmore, Ohio and he died there a few years later. The good doctor passed to his heavenly reward on May 3, 1923 and is buried at the Dorchester Memorial Cemetery South.

Dr. L. H. Crane - 1903 to 1925: Dr. Crane was born at Weyauwega, Wisconsin on February 6, 1879. He attended local schools graduating from high school in 1897. Attending college and medical school at Milwaukee Medical College, he graduated in June 1903 and came to Dorchester and hung out his shingle. He married Elsie Rideout on February 26, 1900 and they were married 46 years at the time of his death in 1946. Elsie Crane passed on two years later. They had three children; Frances, Lenore and Harold. Harold joined the staff at the Dorchester State Bank in 1922; later he moved to Manawa and work at the First National Bank and the Farmers State Bank. He also served the City of Manawa as city clerk, treasurer and assessor.

Dr. Crane rented the old bank building which had been erected on Lot 5 Block 4 in February of 1896 (located on the lot south of the old hardware store). This was the third and final destination of Dr. Crane's Office. This location became Dr. Crane's office on May 1, 1907 and remained his office until his departure from Dorchester in 1925. Dr. Crane was also active in the community: serving as Village President and was on the local school board. He also enjoyed sports and managed the local baseball team. Some of the players who played under his tutelage were Dick Helms, Fred Dorenberg, Art Herman and Fred Distelhorst. Dr. and Mrs. Crane moved to Hortonville in 1925 after 22 years in our fair community.

Dr. And Elsie Crane purchased a house on March 11, 1912 and which was located on the lot where Tom and Lauri Smith now live. In November of 1920, Dr. and Mrs. Crane were out of town for a few days leaving their 17 year old daughter Lenore at home alone. Lenore had asked her friend (Caroline Marquardt) to stay overnight with her. In the morning Lenore had awoken to a very cold day and she quickly placed some wood in the stove to get warm. Hoping to get the fire started quickly, she threw a small container of kerosene in the stove and an explosion erupted from the still hot coals that were in the stove from the previous evening. The explosion first startled Lenore and then immediately the pain was ever so present. She threw a blanket over her burning night clothes and ran across the street to Mrs. Skerbeck's house. The running caused the flames to burn even more and before the fire could be distinguished; Lenore had third degree burns over most of her body. She passed away that same day

before Mrs. Crane returned from her trip. The running across the street was witnessed by Leopold and Marion Boxrucker who were on their way to mass at St. Louis Church.

A few months later The Cranes purchased a lot and had a new home erected on what is now Outlot 8 of Assessors Plat "A". Their they lived for 5 years until they left for Hortonville in 1925. They say that Mrs. Crane was unable to be that close to where her daughter died. Those that knew her said she never got over her loss and that her grief increased as time went on. The home is now owned by Robert and Diane Braun.

Dr. Laughlin - 1909 to 1910: Dr. Laughlin located in Dorchester on April 23, 1909. Taken from a April 1909 newspaper article. No other information could be found regarding Dr. Laughlin. It is assumed that perhaps he heard that Dr. Freeman would be leaving his area and that he could come in and take over his practice. For a very short period of time (two months); Dorchester had four practicing physicians in its midst.

Dr. Frank P. Foley - 1909 to 1954: Dr. Foley was born in Moniello, Wisconsin on October 28, 1869. He received his pre-medical training at Oshkosh College and his medical degree was received his Doctor of Medicine Degree from Rush Medical College, Chicago in 1900. His first practice was established at Neshkoro, Wisconsin meeting and marrying Katherine Victory at Neshkoro on September 13, 1905. They had eight children together and both now reside at Memorial Cemetery in Dorchester. Dr. Foley passed away on October 25, 1954 and his wife Katherine passed on in 1957.

Arriving in Dorchester on September 17, 1909; he established a practice in his place of residence but it is not known where this might of been. The Foleys purchased the property on South Third Street (where Jerry and Helen Ludwig now lives) on October 31, 1913 from George and Amanda Kinzel. He relocated his office to the home and provided service to his patients there until he purchased Dr. Nedry's office and practice in 1915. The big fire of 1923 destroyed Dr. Foley's Office Building along with fourteen other buildings. Temporarily he moved in with Dr. Schief at his place of business; which was the lean to portion at the north end of the Star Hotel and is now Chuck's Rustic Inn. That same year, he constructed another building, this time of concrete block and masonry at the same location where the fire destroyed his building earlier in the year. The next year, Dr. Schief joined him and rented the east part of the building. They both shared the same waiting room. His ad read - F.P. Foley M.D. - Physician and Surgeon - Office Phone 35,11 - Dorchester, Wisconsin.

On May 27, 1950, exactly 50 years after he took the oath to heal the sick; the people of Dorchester showed their appreciation to the man who had taken care of their loved ones for over forty years. Dr. Foley Day as it was called was dedicated to him and to his humanitarianism. The bands were playing and there was a parade with floats and everything that goes along with honoring the man of the hour. Speeches were given; in short the people said "Thank You Dr. Foley" for all that you have done to make our lives better by treating our illnesses at all times of the day and night. He delivered hundreds of babies during those 40 years and most of them were there that day. There

are those who say that over a thousand people were there that day. I remember as a 8 year old would; the one float that threw candy to the kids. There were other floats one of which passed out glasses of beer. Imagine that happening in today's world. Not a chance as certainly someone would take advantage of the situation and file a lawsuit. Dr. Foley was truly a man of the people and dedicated to helping those who needed comfort and relief.

The Practice of Dentistry (DD)

Dr. Miller - 1900 to 1901: Dr. Miller has rented a room over the Distelhorst Building (Located on the lot north of Fuzzy's Tavern) and he will be in town every month to take care of all your dental needs.

Dr. G.A. Clark -1901 to 1904: Dr. Clark purchased the business of Dr. Miller on Jan. 11, 1901 and he will be at the Distelhorst Building every month on the 14th day.

Dr. Watson - 1901 to 1904: Dr. Watson of "Watson and Couch" will be in Dorchester two days each month on the 9th and 10th to take care of your dental needs.

Dr. Sizer - 1901 to 1906: Dr. Sizer from Colby has rented a room over the Distelhorst Building (Located on the lot north of Fuzzy's Tavern) and will be in town every month on the 10th and 25th.

Dr. Harrington - 1906 to 1909: Dr. Harrington will be in Dorchester on the 22th - 23th and 24th of every month. Office located in the Hugoboom residence (where Pam Harrellson now lives).

Dr. S. Brace - 1909 to 1913: Dr. Brace from Rib Lake will be in town every month on the 3rd, 4th and 5th to take care of any dental problems. Dr. Brace had his office in what is now the home of Pam Harrelson (which is located directly across the street west from the old fire hall). If you look at the home as you pass by, you will notice a window facing south off the front porch. That window used to be a door and was the entrance to the dentist's office. He graduated from Kentucky University and practiced for 8 years at Prentice and Rib Lake.

Dr. G.F. Etscheid - 1908 to 1912: A doctor of dentistry first opened an office in Dorchester in 1908. Dr. Etscheid also was licensed as a veterinarian and his newspaper ads read simply: Dr. G.F. Etscheid - Veterinary Surgeon and Dentist. He graduated from the veterinary school in Toronto Canada and came to Dorchester in 1908. The newspaper of December 13, 1912 reports that Dr. Etscheid has decided to locate at Medford and as soon as he can will make arrangements to move there. Hopefully more information will be uncovered as time goes on.

Dr. Edgar Irving - 1912 to 1914: Dr. Irving of Owen will be at the Star Hotel (Chuck's Rustic Inn) to perform all kinds of dentistry on the 3rd, 4th and 5th of each month.

Dr. A.W. Ziegler - 1912 to 1914: Although Dr. Ziegler did not have a permanent office located in Dorchester. He would arrive each month from Minneapolis by train and set up his practice in the Star Hotel (Chuck's Rustic Inn). His newspaper ad read; Dr. A.W. Ziegler Dentist from Minneapolis will be at the Star Hotel on the 21st and 22nd of each month. Guess it didn't matter what day of the week that might be.

Dr. Wilson - 1918 to 1921: Dr. Wilson from Medford will be in Dorchester every Wednesday and Thursday of each week to provide dental assistance to those in need.

Dr. Alwin W. Schief - 1921 to 1994: Dr. Schief returned from World War I having served in the United States Navy as a dental technician. Upon returning to the area, he attended Marquette University and graduated with a Doctor's Degree in Dentistry. Dr. Schief married the former Myrtle Hibbard in the early 1920s and they had two children; Phyllis and Gordon. Dr. Schief purchase a newly built house on July 21, 1921 from Edwin and Emma Ruhmer for \$4000. It was located on Lot 7 Block 2 and is now occupied by Dennis and Julie Bach and their two lovely children Sammie and Mattie.

Being from Medford originally, he decided to stay in the area but Medford already had enough dentists while Dorchester had none. He leased the lean to space at the north end of the Star Hotel from John Schmitt (who owned the building) and Dorchester had a dentist to assist the people in their personal hygiene. Dr. Schief stayed at this location until 1924 when he moved into the east part of Dr. Foley's new building located across the street from the old fire hall. Doctor Foley retired in 1952 and the building was too big for Dr. Schief alone; so he purchased the old hardware store and renovated the lean to that was attached to the north end of that building for his office space. Dr. Schief sold the building in 1973 but kept his office there for another 20 yrs.

Quite a man was this Dr. Schief; who served the community as a dentist for 73 years. Yes, he worked into his nineties going each day to the office. He was also chairman of the board of the Dorchester State Bank for a number of years.

Dr. Michael Gibson - 1991 to present: Another Medford native, Dr. Gibson completed his studies in the late 1980s and opened up a practice here in 1991. He purchased the old hardware store where Dr. Schief was still practicing and created a dentist office which was back to back with Dr. Schief's office. So a common wall was all that separated the two dentists. It is said that whenever one of the dentists under took an action in which the patient expelled a voice of anguish; it could be heard in both offices. Dr. Gibson build a new office in Dorchester's New Business Park in 1995. He literally constructed the building himself doing all of the work both inside and outside. There are very few men who have the talent of doing a root canal and being a practiced carpenter; all at the same time. We are very fortunate to have a dentist

still practicing in our small community as this is unusual these days. Most dentists want to be where the action is the greatest. We wish good fortune to Dr. Gibson and wish him a long stay in our community.

The Practice Of Pharmacy

August Homsted - 1882 to 1910: August Homsted was the first pharmacist to practice his trade in the Village of Dorchester and he was the first pharmacist in the area who specialized in administering the different drugs and medicines of the time. He sold the first bottle of medicine on September 1, 1882 from his drugstore which was located where the Weix Building now stands. He was leasing space in the building that had been erected there just a short time before. The fire of 1886 destroyed 10 buildings on Front Street but the drugstore was saved; just barely though as the fire destroyed every structure on the block except the building on the corner where Pinter's Packing Plant now stands and the two at the other end where the Block Hotel and the Weix Building now stand. The next year after the fire, he purchased Lot 3 Block 3 (located on the lot south of Fuzzy's Bar) from O.D. and Emeline Van Dusen on December 22, 1887 and the next year erected a building on that site. The upstairs served as living quarters and the main floor the pharmacy and for a number of years the post office (from 1889 to 1916) as both Augustus and Louis each served two terms as postmaster. Augustus married Evelyn and together they had one son (Louis) who followed in his father's footsteps. Augustus passed away on November 9, 1910 and Louis who had completed his training 6 months before, now assumed the responsibility of his father's profession.

He was also appointed Postmaster by President Benjamin Harrison and served 4 years 3 months. In 1897 he was once again appointed Postmaster by President McKinley. He was clerk for the Town of Mayville for 13 years before Dorchester became a village.

In the early days of Pharmacy, a patient might go directly to a pharmacist to obtain relieve from pain or discomfort. A doctor of medicine may not of been available or the patient knowing that the doctor would only send him to the druggist anyway; may decide that going to the druggist right away would save him the doctor's fee. It was not uncommon for the pharmacist to perform minor diagnosis and to prescribe treatment without intervention of a physician. It also was not uncommon for the pharmacist to treat animals who would be afflicted with stomach problems. The pharmacist was treated with respect as people knew that a minor infection could quickly turn into a serious medical problem. Anyone with medical expertise might be worth while having around was the thought process of many.

Louis Earl Homsted - 1910 to 1927: Louis and his mother operated the drugstore and in addition to selling drugs and medicines; they also sold wallpaper, books, to let articles (meaning to rent), novelties, rubber boots, notion (small articles such as hairpins-needles-thread-ribbons)and a host of other products until the fire of 1923

destroyed the building and all of the pharmacy supplies. Louis and his mother knew it was important to reopen their business as soon as possible. Fortunately, a building had recently become available one block north of their old position on Lot 3, in what had been the Skruvani Shoe Store and what would later be known as the Weix Drug Store. This was the exact same location that his father August Homsted sold the first medicine in Dorchester some forty one years earlier. Four years later, Louis moved on to another community and the building was sold to Marzell J. Weix in July 1927.

Marzell J. Weix - 1927 to 1972: Marzell Weix was a native of Colby and after his graduation from college in 1924 with a degree in Pharmacy from The University of Wisconsin Pharmacy School. He looked around for a place to start his own drugstore and through a friend, learned that Louis Homsted would be departing the land and that would leave Dorchester without a pharmacist. Just what the doctor ordered and Marx purchased the building in 1927. A few years later, he married the lovely Vera Lapp (twin sister of Verna) and together the two of them operated the Weix Drugstore for 45 years. Vera passed away in October 1971 and Marx two years later in 1973. After 90 years, 1972 marked the end of a drugstore in Dorchester. That was about the same time that other small retailers also ceased to exist as independent business people. In fact it was about the end of an era for small businesses could no longer compete with the buying power of the larger stores and chains.

This writer spent many a quarter in the Weix Drugstore sipping on a coke and soda water mixture which was very good. The reason of course I went back many times thereafter. The soda fountain was the favorite of kids for many years. Some of the products they sold were magazines, comic books, tobacco products, perfume, sun glasses, body lotion and other related products. Of course the main reason for the drugstore was the mixing of medications by Marx. He was very good at what he did and being from the old school; he worked most of the time. He did enjoy fishing and would on occasion head up north for a day or two for the thrill of catching the big one.

The Practice of Veterinarian Services

Dr. John O'Neil - 1893 to 1899: It is not known whether John O'Neil was a certified and licensed veterinarian but his obituary states he served in the veterinary profession. Certification in the 1890s was not as important as gaining the trust of the people. In any case, I believe it is right to err on the right side of the issue; so I call Mr. O'Neil; Doctor O'Neil. His obituary follows: John O'Neil, 43 died at Dorchester on Sunday, December 17, 1899 of lung fever. John O'Neil was born in the town of Liberty, Manitowac County on July 1, 1857; he came to the Town of Colby in October 1878 and resided here until some five or six years ago, when he removed to Dorchester. He was united in marriage with Miss Mary Robinson of the Town of Weston on March 21, 1883 and she died on March 17th, 1898. Eight children were born to them of which four; one daughter and three sons are living. Since removing to Dorchester, John has followed the veterinary profession with considerable success. He was only sick one week and

the funeral was held at Dorchester, yesterday afternoon. Besides the children, there are two brothers and two sisters left to mourn his death; one of the latter, Mrs. Agnes Foster resides in the Town of Colby.

Dr. G.F. Etscheid - 1908 to 1912: Dr. Etscheid was licensed as a veterinarian and his newspaper ads read simply: Dr. G.F. Etscheid - Veterinary Surgeon and Dentist. He graduated from the veterinary school in Toronto Canada and came to Dorchester in 1908. Hopefully more information will be uncovered as time goes on.

Dr. Gutschenritter - 1914 to 1916: Dr Gutschenritter moved his veterinarian office into the livery stable on 1st Avenue West (across the street from the Clarion Office) on May 1, 1914.

Dr. Harding - 1923 to 1929: This doctor of Veterinarian Services advertised that he is available Day or Night. His place of residence and office was in the Kaage Building (the old livery stable) where the East part of the Village Hall now stands.

Dr. F.K. Wolfe - 1930 to 1932: Dr. Wolfe is in Dorchester and can assist with any animal problems; so states his ad.

Chapter 16

History of Meat Markets

Meat; the most sought after edible food since the beginning of time. Meat; the food that sustained entire civilizations for generation after generation. Native Americans were content as long as the buffalo were there to provide them with meat for their bodies. As we all know, the buffalo not only provided Native Americans with food but with warmth and weapons as every part of the animal was used in some way.

It was actually early man, fire and meat that made man what he is today. Let me explain, early man always ate his meat raw. This required an enormous set of jaws and teeth to bite, chew and swallow this raw meat. Additionally, it took a lot of energy to digest the raw meat; so the chest needed to be large so it could provide sufficient amounts of oxygen and blood supply to the oversized stomach and digestive system; which had to work overtime to dissolve the raw meat. Man looked different back then with a large chest and stomach; a large jaw but small head as evolution had provided man with what he needed to eat raw meat. One day lightning hit the ground and the dry grass began to burn overtaking some of the lesser active mammals who were unable to get out of the way. Our ancestors came upon this burned meat and being hungry decided to give it a try. Finding it delicious and a lot easier to bite, chew and swallow; this would become the normal way the human race would eat their meat. Well lo and behold, a hundred thousand years later, through the process of evolution; man developed further with a smaller jaw, smaller chest and stomach. A smaller chest and stomach meant that the energy needed for man to develop; could now be put else where. Science will tell us that from this time on, man developed by getting taller and straighter with a head that was bigger than before but with a smaller jaw. The bigger head meant more space for the brain to grow and develop thus we got smarter and look; here we are today.

Let me tell you a little something about modern man and the ingenuity in which we were constructed. Whom do we call mere man: an average man of 150 pounds contains the ingredients found in 1,200 eggs. There is enough gas in him to fill a gasometer of 3,649 cubic feet. He contains iron to make four ten penny nails. His fat would make 75 candles and a good size cake of soap. His phosphate content would make 8,064 boxes of matches. There is enough hydrogen in him to fill a balloon and carry him above the clouds. The remaining ingredients of a man would yield if utilized; six teaspoonsful of salt, a bowl of sugar and 10 gallons of water. A man has 500 muscles, 1,000,000,000 cells, 206 different bones, 2 gallons of blood, several hundred feet of arteries and veins; more than 25 feet of intestines and millions of pores. His heart weighs from eight to twelve ounces; its capacity from four to six ounces in each ventricle and its size is 5 by 3 ½ by 2 ½ inches. It is a hollow, muscular organ and pumps 22 ½ pounds of blood every minute. In twenty four hours, the heart

pumps 16 tons. It beats about 72 times per minute. In one year an average man's heart pumps 11,680,000 pounds of blood. The heart is a willing slave but it sometimes goes on strike - and always wins.

The animal provides not only the muscles and fat as meat but also such organs such as the liver, kidney, and heart. Meat is valued as a complete-protein food, containing all the amino acids necessary for the human body. It digests slowly, largely because of the presence of fats. Beef is the most widely consumed meat while pork is second. Mutton and lamb, goat, venison, moose, elk, squirrel and rabbit are other meats which are consumed but may or may not be common. The U.S. produces and consumes about a third of the world's meat, while much of the world's population eats little if any meat. Meat however, if available is always highly prized. In some parts of the world, certain religious groups refused to eat meat from animals who are considered to be hoofed animals. For instance, pork will never be eaten by members of the Islam Faith. While other parts of the world consider certain parts of the animal to be delicacies; we in the good old USA would hesitate to feed the same parts to our dogs.

One other aspect of meat that must be mentioned is the manufacture of meat products. Manufacture means the changing of a natural product into a finished product. Well if one takes meat, grinds in up, adds two or three different meats together, mixes them, combines some special spices and mixes again, then placed into a natural extended casing, link them, place in a hickory wood smoke filled room for a couple of days and you have what can be called sausage. To this writer, a self proclaimed connoisseur of sausage; this manufactured product is the greatest gift that can be received from the animal. One must also appreciate the skill of the meat man, the butcher, the sausage making specialist who can merge these ingredients into a mouth watering delight.

Other kinds of meat which are very common and are eaten daily by someone we know relate to the species of fowl. Chickens, ducks, geese and for the ardent hunter; partridge, pheasant and yes even the dove grace our plates from time to time.

Some food items like liver and onions are considered by some to be a specialty and they would run their mothers over to get to the table. I for one cannot understand how the taste buds of the pallet can be so distorted. On the other hand, a goose liver bloated in size because of forced feeding techniques plus some Philadelphia Cream Cheese and one has the appetizer of a lifetime. The French don't have much going for them but the Frenchman who invented "pate" deserves a word or two of praise. This chapter intends to identify the people who went to great efforts to produce their name on a sign which read "Butcher".

Belz Meat Market & Butcher Shop - 1877 to 1901: Fred Beltz had a butcher shop in Dorchester; just four years after the Wisconsin Central Locomotive penetrated the wilderness of this area. The butcher shop was called "The New Butcher Shop" owned

and operated by Fred Beltz. Fred specialized in fish and oysters during the lentil season. A 1901 newspaper article said that the meat market owned by Fred Belz will be taken over by Schmidt and Schmidt. Property was located on Avon St. which is now 2nd St. Butcher Shop was located on the lot north of the Al/Norma Meier Residence.

Gullickson Meat Market - 1879 to 1885: G.O. Gullickson - opened meat market in 1879. Taken from a March 1909 newspaper ad. No additional information has been discovered thus far and no location has been found.

Heim & Menzie Meat Market - 1882 to 1885: Jacob Heim and A. Menzie opened a meat market in the village and they are experiencing a big trade. Colby Ad of August 1882.

Dorchester Meat Market - 1880 to 1886: Thomas Locke was known as “The Dorchester Butcher”. In April of 1886, he traded his property in Dorchester to Henry Siegrist as his place of business was destroyed in the fire of March 29, 1886. Thomas Locke’s Meat Market was destroyed but the furniture and equipment was saved (located where the old Dorchester State Bank now stands and which is now the home of Ludwig Builders).

Chris Hopp’s Meat Market - 1887 to 1889: Chris Hopp of Marshfield who came to Dorchester and started a meat market here some time ago; has returned home as he found out Dorchester has no place for a second class butcher.

Falconer’s Meat Market - 1888 to 1892: A newspaper article talks about how Dr. Nedry has completed his new office building which is located between Frank Falconer’s Meat Market (located where the old Clarion office stood) and Fessler’s Shoe Shop.

The City Meat Market - 1888 to 1894: A newspaper article of April 1888; states that N.E. Lane has purchased J.J. Lansworth’s interest in the City Meat Market located at Dorchester and the firm will now be known as Bursell & Lane. We wish the boys well.

Fisse Meat Market - 1901 to 1902: John Fisse’s House and Meat Market on Avon Avenue (South 2nd Street) is being painted this week. Taken from the May 31, 1901 edition of the Dorchester paper. Located on the same lot that Fred Beltz had his meat market (on the lot north of Al and Norma Meier’s Residence).

Schmidt & Schmidt Meat Market - 1902 to 1910: August and William Schmidt opened their meat market on March 3, 1902 on Avon Avenue (located on the lot north of where Al and Norman Meier now live). A.F. Schmidt one of the Schmidts operated a farm from 1879 to 1885. Then moved from the farm to Dorchester and built a broom and toy factory which he operated until 1889. He then took a position with Deering Harvesting Machinery selling equipment to dealers until he resigned on March 1, 1902. He then purchased the Fisse Meat Market promising daily deliveries. Located on the same lot that Fred Beltz had his meat market.

Hansman Meat Market - 1886 to 1893: Mathias William Hansman purchased Lot 2 Block 4 (located at the site that we called Schreiber's Meat Market) in July of 1886 for \$575. The fire of March 1886 destroyed the building that was on this lot; so in the fall of 1886, William and Rosa Hansman constructed a temporary building that would house a new meat market store in Dorchester. A newspaper article from November of 1889; states that Hansman's new meat market is being erected very fast. Wm - will have a fine place when it is completed. William and Rosa operated the Hansman Meat Market until they sold the property and business to Andrew Lieders in July, 1893 for \$2000.

In November of 1893, Wm Hansman decided to get back into the meat market business; so he purchased and converted the Winchester bank and insurance building into a neat and cozy meat market. This structure was located on the north one half of Lot 4 Block 3 (located where Jeff Staab now has his Dorchester Specialities Business). Andrew Sorenson purchased the property in April of 1895; continuing the meat market business under the name of Sorenson Bros. In Feb. of 1896, the building and all the furniture and fixtures were destroyed by fire. Total loss was \$1200 with insurance covering \$500.

Lieders Meat Market - 1893 to 1898: Rosa Hansman sold Lot 2 to Andrew Lieders for \$2000 on July 31, 1893. Located on the same lot as the Hansman Meat Market (where the old Schreiber Meat Market Building now stands).

Burger Meat Market - 1898 to 1904: Andrew and Lizzie Lieders (husband and wife) sold Lot 2 to John Burger for \$250 on April 22, 1898. Located on the same lot as the Hansman Meat Market (where the old Schreiber Meat Market Building now stands).

A. Sorenson & Co. - 1904 to 1909: John and Minnie Burger sold a part of Lot 2 to Andrew and Hans Sorenson under the name of A. Sorenson & Co. on June 15, 1904. Wm Sorensen (not a partner of A. Sorenson & Co.) came to Dorchester in 1898 and almost immediately became a leading meat dealer, selling to the city market. He succeeded Wm. Hansman who started the livestock business some years earlier. Located on the same lot as the Hansman Meat Market (the Schreiber location).

Froland Meat Market - 1909 to 1910: A. Sorenson & Co. sold this parcel of land to H.O. Froland for \$1200 on Feb. 3, 1909. Henry Froland was a businessman involved in different businesses over the years but it appears that being a butcher did not suit him and so he sold the property after a short time (the Schreiber location).

Herman Marquardt's Meat Market - 1910 to 1911: H.O. and Nettie Froland sold this parcel to Herman Marquardt on May 24, 1910 (the Schreiber location).

Miller's Meat Market - 1911 to 1912: Herman and Clara Marquardt (husband and wife) sold this parcel to John Miller for \$3000 on November 15, 1911. A newspaper article from 1911 stated that John Miller traded his farm for Herman Marquardt's Meat Market on November 7, 1911 (the Schreiber location).

Schreibers Meat Market - 1912 to 1958: John Miller sold this parcel to Richard Schreiber for \$2500 on February 16, 1913. Richard Schreiber actually took over the old "Cash Meat Market" a year before that on February 2, 1912 so states a newspaper article of January 1952. What made Schreiber's Meat Market was Schreiber's Sausage. Richard Schreiber had recently emigrated from Germany where believe me they know about sausage. It has been said by most and especially by this writer that Dick Schreiber knew something that only he knew and he would never divulge to anyone. What he knew and had was a secret; a secret as to how to make the best tasting sausage that anyone ever put in a cow's gut.

Richard and Selma Schreiber sold the business to David R. and Gloria Schreiber on July 3, 1950. Richard or Dick as he was called, stayed close by to help out in case his expertise was needed.

Schreiber's purchased a delivery truck in 1956 to accommodate their growth in wholesale meat sales. In November of 1957, the meat market and grocery store was closed to the public but they continued their wholesale meat sales until November of 1958. For the first time in forty six years; the name Schreiber was removed from the list of active businesses in Dorchester

Richard Schreiber died on February 8, 1961 in Germany while visiting relatives there. His body was interned there and so we say "Goodbye" to the best sausage maker ever to grace the inside of this small hamlet of Dorchester.

Dorchester Beef Co. - 1902 to 1906: Froland and Locke (Dorchester Beef Co.) Dealers in Fresh-Salt-and Smoked Meats; Fish and Oysters in Season; Buyers of Poultry - Hogs and Livestock. October of 1902.

Hoerstgen's Meat Market - 1907 to 1913: Henry Hoerstgen discontinued his meat market in Dorchester. Mr. Trestik of Milan is expected to takeover. Taken from March 7, 1913 newspaper article.

Wood & Helm Meat Market - 1907 to 1911: Wood and Helm Meat Market. Newspaper ad of April 26, 1907 states "We are buying Beef - Veal and Hogs. No location as of yet has been found.

Schrader's Meat Market - (City Meat Market) - 1910 to 1912: A March 25, 1911 article states that Gust Schrader runs "The City Meat Market" - Dealer in Fresh, Smoked and Salted Meats which is located in the building west of Dr. Foley's Office (Old Clarion Office).

Berry Meat Market - 1912 to 1914: An newspaper article of July, 1912 reported the Berry Meat Markets of Dorchester and Abbotsford. Ed and Wm Berry opened a meat market next to Dr. Foley's Building in January of 1912. In 1914, the ads started to read

only Abbotsford so the shop in Dorchester was assumed closed. Located on the same lot as the Schrader Meat Market (Old Clarion Office).

Premeau's Meat Market - 1933 to 1936: Albert J. and Alice Premeau purchased Lot 2 on May 10, 1933 from Clark County. This the lot and building now housing Fuzzy's Tavern. They immediately built a two story building there and in late 1933 opened up a meat market. In February of 1934, they installed a full line of groceries and things were going well. Tragedy struck on May 18, 1934; Albert suffered a massive heart attack and died. He was only 35 years old. Alice kept the store going until she sold it to Andrew and Amanda Kaiser on May 19, 1936. The Kaiser's turned the store into a eatery and saloon.

Pinter's Packing Plant - 1970 to present): In July of 1970, Sylvia Mertens sold Lots 12 and 13 to John and Janet Pinter. The Pinters up to this time had been operated a beef/hog slaughtering and sausage plant in the town of Mayville (2 ½ miles west of town) but were now ready to invest in a more modern facility. John renovated the old Merten's Garage Building into a modern slaughtering and sausage making facility. A retail meat market was also established at this time.

The Pinters developed their business slowly but surely, each year expanding their business in some way. Today many kinds of sausages and meats; perhaps thirty or more are produced at the plant. For a number of years a wholesale delivery service was provided to other businesses who would sell their products. John or one of his sons would distribute the sausage each week from a delivery truck. This was a very time consuming endeavor and was discontinued about 1995.

In 1997, John and Janet sold the business to their two oldest sons. Dan and Al are both hard workers and are sociable to each other. They are good performers and it is obvious, they were taught well by the master himself. The business is going strong and with two young people leading the way; the citizens of Dorchester can expect a meat market in their community for quite some time.

Pinter's Summer Sausage is especially popular among the citizens of the community and surrounding area. In the 1980s, the sausage took first place in its category in the state contest and third in the national which was held in Tennessee.

Chapter 17

History of Millinery Shops

Webster defines Milliner as a person who is employed in the making, trimming or selling of ladies hats and bonnets. Millinery is further defined as those articles made or sold by milliners. Why then is such a small entity in the business world worthy of its own place in any writings. Yes, while the millinery shops were small when viewed by financiers or by percentage of total revenue; they did play an important role in the progression of our country and specifically in Dorchester.

One hundred years ago, ladies hats were viewed as the topic of the day. The one luxury that women sought out was head gear. Now these hats would be made right in the shop; custom made to fit your head and style. All kinds of options were available to the customer. Do you want something special on your hat? Some of the options available were feathers, buttons, ribbons, flowers (both real and artificial), felt strips, even leather pieces could be worked into the material that would eventually be worn on the top of your head. Monies would be saved all year long just so there would be enough to purchase a new hat for Easter or for some special day like a daughter's wedding. When a new style hat was introduced and the word spread that they were on display, the women always found a reason why it was necessary to take a trip to town. Once there, it proved to be a good time to discuss current events with the other women who appeared on the scene. It was for this reason probably more so than the hats themselves that the millinery shop proved so popular. Ladies with daughters of marriage age would drop hints to ladies who had sons of the same age or older that perhaps their children might be right for each other. The mother of the daughter in finding a man for her daughter did not bother so much with the young man's physical or facial appearance except too short was no good. There was more a look at the upbringing of the young man and whether he might be the type that would rise to the upper middle class economically.

Since business transacted at millinery shops was for the most part relatively small; there were not a lot of individuals who were willing to risk their savings for a try at the millinery business. Only a few shops could be identified by going through the records. Although the last three shops listed do not meet the criteria of a millinery; however since hats were a part of their inventory, it was decided to include them. One newspaper article stated that the year of 1913 started with three millinery shops in operation. They were: The Chamness Shop - Berney Leslie's Shop (Located next to Dr. Foley's Office) and Mrs. Miltimore's Millinery. The millinery shops will be listed by date and will include information whether one views it as newsworthy or not.

Mrs. Heim's Millinery Shop - 1884 to 1886: Mrs. Jake Heim has taken possession of the old store formerly occupied by the Schafer Brothers and will open a millinery and dress making shop. This is just what had been needed in Dorchester for a long time. Taken from the Colby Photograph Edition of September 17, 1884.

Carrie Tennant's Millinery Shop - 1890 to 1895: Miss Carrie Tennant has opened a dress making and millinery shop one door south of the post office. This shop would of been located on the lot where the old barber shop stood.

Mrs. Chamness Millinery Shop - 1899 to 1914: In the spring of 1899 William Chamness purchased the East 30 feet of Lots 19 and 20 Block 2 (Located Where Louie and Hilda Boxrucker's garage now Stands). William Chamness constructed a building on the site that summer to house his jewelry store and clock shop. The back room of the building was used by Mrs. Chamness as a millinery shop. A September, 1913 newspaper ad said; "Chamness Millinery - Ostrich Fancies - Plumes - Chemile Ornaments - Changeable Silks - Ribbons are just some of the trimmings - also we have a full line of perfumes and toilet goods in stock. This proved to be what we would now call an efficient operation (two stores in one) and keeping the overhead down was an important consideration for any business venture. The businesses were successful for they continued at that site for 15 years before selling the property to Ole Paulson; who then sold it to William and Crescentia Miller six months later.

Gertie Nitsch's Millinery Shop - 1909 to 1911: Margaret Sprague purchased Lot 1 of Block 3 and the Grand Old Building erected by Fred Distelhorst in 1892. Located on the lot North of Fuzzy's Tavern; Margaret bought the property from Julius Kirschbaum on May 4, 1918 for \$5800. Margaret operated the General Mercantile and she leased out space for three other businesses, one of which was spaced leased to Gertie Nitsch who then opened a Millinery Shop. Unfortunately very little is known about Gertie but perhaps something will show up later. Gertie had an assistant, her sister Hattie who helped in the store. Gertie moved her millinery store to an upstairs room in the now Sprague Building on March 25, 1911. On April 7, 1911, Gertie moved her millinery store to the Froland Building (Weix Building) and only stayed there until October 6, 1911 when she sold her millinery supplies and moved to Milwaukee. Henry Froland put a pool table and a billiard table in the space which was previously occupied by Gertie.

Lesley's Millinery Shop 1912 - 1914: Berney Lesley opened her millinery shop at about the same time that Mrs. John Miltimore opened her business and was located just one block to the east of the Miltimore Shop (located in the building west of Dr. Foley's Office).

Miltimore's Millinery 1912 -1915: Mrs. John Miltimore occupied a small space in her husband's and son's general mercantile store and for three years conducted her own millinery business. The business was located where the village well #2 now stands and lies just to the west of Jean Goessel's residence.

Miller's Millinery Shop - 1914 to 1934: Bertha Miller opened her millinery shop on March 9, 1914 and she ran the millinery Store there for 20 years until 1934 when the building was sold to Christina Trestor. The shop was in the front room while the back room was used for living quarters. The Millers were said to have the largest variety of styled bonnets and hats anywhere in the area. It appears from old comments detected that hats with feathers appeared to be a specialty of the shop. In 1930, Bertha called her millinery "Miller's Art Shop". This building eventually became known at least during this writer's time as Heidtke's Shoe Repair Shop and was located where Louie Boxrucher's garage now stands.

Olive LeClaire's Millinery Shop - 1914 to 1915: In 1909, Louis Skruvani had leased the old Fessler Shoe Store and operated his shoe store business there and which was located just to the east of where Dr. Foley had his office. In 1914, he moved out and relocated his business to what would be called the Weix Building. When Olive LeClaire heard that the building would be available for lease; she said that would be a good location for a millinery shop. She opened her new store on March 15, 1914 and things the first year went very well with sales higher than anticipated. However in the summer of 1915, the owner of the building informed her he sold the building and she would have to moved out. That ended Olive's entry into the business world and she went to work for the Dorchester Cooperative Store.

Tillie's Clothing Store - 1929 to 1937: In 1929, Matilda (Tillie) Schmitt went one step further and opened up a store that carried a full line of women's clothes. The store was located in the lean to that had been added to the north side of the Star Hotel (where Chuck's Rustic Inn now stands). Her folks, John and Margaret owned the Star Hotel at the time and the cost to rent the space was very reasonable indeed. In May of 1935, Tillie moved her clothing store into the main portion (old saloon area) of the Star Hotel. In 1937, she purchased the Star Hotel from her folks and for some reason relocated her clothing store to Abbotsford where she stayed until 1942. Ed Werner occupied the larger space in 1939 for his grocery store until he moved into his new building in January of 1942. A newspaper article of June 1942 states that Tillie's Store owned and operated by Miss Tillie Schmitt returned to Dorchester last week after an absence of five years. It was five years ago June 1 that Miss Schmitt moved her store to Abbotsford. The store will occupy the same building next to the bank that it did before. She continued to add more inventory to her clothing store and business was good. In 1946, she decided to close the store and went into semi-retirement moving to Abbotsford and purchasing a home there. The Star Hotel is where Chuck's Rustic Inn now stands.

Glady's Clothing Store - 1937 to 1939: During the years that Tillie went into semi-retirement; there was no women's shop in town and Glady McCarron decided to remedy that situation. Purchasing some of Tillie's inventory and leasing space from her which was once again in the main portion (old saloon area) of the Star Hotel. She operated the store for about two years before closing the doors.

Tillie's Clothing Store - 1942 to 1946: Tillie returned from Abbotsford after a five year absence and once again opened her ready to wear clothing store.

Emilie's Clothing Shop - 1946 to 1948: Mrs. Gummerson and Mrs. Nystrom from Owen took over Tillie's Clothing Store in May of 1946. The ladies lived in Owen and drove back and forth everyday until they found suitable living quarters in the village. The store was called Emilie's Shop and the space they were using at Tillie's was the bar area of where Chuck's Rustic Inn is now located. The newspaper article read; Miss Tillie Schmidt this week sold her women's and children's ready to wear store to Emilien Nystrom and her daughter Bettie Gummerson of Owen. The new owners took possession yesterday May 15. They will continue the same lines of merchandise as the store has handled in the past, adding larger selections as goods become available. Mrs. Nystrom and Mrs. Gummerson have lived at Owen for about ten years where their husbands are in business there. Mrs. Nystrom is an experience dressmaker and tailor. Miss Schnitt who has operated clothing stores here and in Abbotsford for a number of years has no definite plans for the future.

The J. & D. Dress Shop - 1948 to 1949: Gladys McCarron and her sister Jane D'Orazio opened up their store (again in what is now the bar area of Chuck's Rustic Inn) on February 28, 1948. The store carried woman's ready to wear clothes; was called the J & G Store and was established in the building that was vacated by Emilie's Store which was moved to Colby. One year later, they closed the store and Tillie built a new building next door and open up her clothes shop which she simple called "Tillies".

Tillie's - 1949 to 1956: Wherever Tillie Schmitt went and was recognized by people who had previously been customers of hers; they would say Tillie please come back and open up a clothing store again. It seems her past customers were unsatisfied with other stores and the inventory they had never seemed to fit just right. In 1948, she purchased the lot and small Quonset hut that Peter Miller had erected for a saloon some years earlier and which is now known as Cheryl's Razor's Edge. The hut was removed and a new concrete block building with brick on the front face was erected. The building was completed by late September of 1949 and after receiving new inventory; alas Tillie's Clothing Store was back in operation. Tillie opened her new store on November 24, 1949 and the structure was 22 feet by 60 feet. The store was in front with living quarters in the back. Her old customers came back in droves and people from out of town, even as far away as Medford would come; as they said she had the nicest dresses anywhere around. Although Tillie's Store carried hats as inventory, over the years the business had changed drastically and hats were no longer the main item on the menu. Instead ladies now went to women's stores to buy sweaters and dresses, etc.

Mildy's Clothing Store - 1956 to 1986: Mildy and Cliff Herman purchased the property on May 21, 1956 and took over the store operations. They lived in the very comfortable living quarters at the rear of the store. Mildy continued providing a large and varied

inventory of women's clothing and the customer base continued to support the store. Business was good and Mildy operated the store for many years until 1986 when she decided to call it quits. After all, she was in her seventies and deserved some time off. Cheryl Baehler converted the building into a beauty salon in 1986 and she called it the "Razor's Edge." She purchased the building in January of 1990 and is still there today almost twenty years later.

Chapter 18

History Of The Dorchester Newspapers:

The Lumbering Community of Dorchester, Wisconsin, experienced their first newspaper 18 years after the Wisconsin Central Railroad Company platted Blocks 1 - 2 - 3 - 4 of the Original Plat which was established in July of 1874. What role did the newspaper play in the late 1800s? Did it reveal vital and important information to the average man on a regular basis? Well the answer to any similar question like that is a resounding - Yes! In fact, it was the only method of passing along news worthy items of the day; not only local events meeting that criteria but happenings in the neighboring towns, in the county, the state and even throughout the land and beyond the oceans. The task of obtaining an early printing press, keeping it operational and maintaining special paper and ink supplies was no simple task. One had to pay cash for the essential materials needed to maintain a weekly paper back in the good old days. While someone subscribing to the paper for a year paid a dollar for the service but not everyone paid on time and some didn't pay at all. This was a common occurrence and many articles were written by the editor to pay up or else. Basically the process of setting type was very laborious in the early days plus getting out and finding news worthy happenings to write about was very time consuming. A compromise was soon reached and every editor up and down the line took the same approach. A six or eight page weekly newspaper printed in a southern large city such as Milwaukee would be placed on the train in bundles; with one of those bundles maintaining a Dorchester address where it would be delivered two days later. Of the eight pages, five or there about would be printed in the southern city with the front pages containing International, National and State News. The remaining three pages would be printed with local news and most of the local space was reserved for advertising which is what paid the bills. The fact that the paper was eight pages and that it contained news from all over the world provided justification to the reader for the \$1.00 annual fee. Remember this was the only way for the reader to find out what was going on back in Europe and what political activities were taking place in Washington D.C. Looking back, it must of taken a very unusual individual to become an editor. Someone who had some expertise in maintaining equipment; someone who never gave up; someone whose attitude must of been very positive; someone who didn't let himself have a bad day; someone who always said the glass is half full. A good editor it was said, would make a weekly trek to each of the commercial establishments in town asking for advertisement business and while there; inquire in a selective way as to what their knowledge might be of a particular happening or situation. It is said that most of the articles written the next week were obtained from the saloon proprietor and his patrons.

Much of the material in this chapter was taken from some writings located at the Dorchester Library which I believe may have been put together by members of the

Lehnetz Family for the purpose of providing a history to the 1973 Centennial Committee. This writer added things as they became available, especially in the area of the different locations where the paper was printed.

Up until nearly press time, I had been under the impression that the first newspaper printed in Dorchester for the general public was titled the "New Era". However, a small article in the 1898 Colby Phonograph which congratulated the "New Era" and its editor stated; it was hoped that this newspaper would not experience the misfortune of its predecessor. This indicated that another newspaper had been first and had failed after a period of time. Now a week later, almost by accident a e-mail submitted by someone named Ken who belongs to the Clark County Yahoo Group; brought to my attention that another newspaper operated in Dorchester before the New Era was published. This has been verified thanks to Ken and the 1898 Colby Photograph article.

1892: The first newspaper in Dorchester was a German language newspaper and was printed from 1892 to 1894. The paper was called "The Deutsche Volkszeitung (The German People's Newspaper) and its editor was William Evers. Unfortunately, at this time no additional information is available, however all efforts will be expended to investigate this matter further for somewhere dormant lies more answers.

1898 March: The second newspaper was stated on a shoe strings and was titled "The New Era". The present files show an issue date of April 22, 1898 and which was No. 5 of Volume 2. The publisher of the paper was Clarence Zook and the subscription rate was \$1.00 per year. The place of printing was located on South Front St., north of where the American Legion Hall now stands. Mr. Zook had purchased the property where Daniel Miltimore had originally erected the first general mercantile building in Dorchester. The original structure had burned and so Clarence Zook erected a small structure there in 1898 and for the next two years; this was the home of the New Era.

Format for "The New Era" was eight pages, each page was 15 x 22 inches in size and six columns per page. Four pages were printed in the local shop with the remaining four pages printed by a syndicate and mailed to the "The New Era". These four pages contained all the National and International news and was about a week old by the time it arrived and was placed in "The New Era". Advertising costs were \$6.00 for an full column for the entire month and one-half column was \$3.00 for the entire month.

"Either I Will Find A Way or Make One" splashed across the top of page one; welcomed the reader with the slogan "An Era Of Progress And Prosperity" which was printed under the title of the paper.

1899 July 26: Clarence Zook sold the building and business to Bob Taylor and Roy Prosser of Colby. After running the paper for a couple of months, the boys from Colby were induced by a financial incentive to relocate the paper to Abbotsford, which they did and the paper now had the name of The Abbotsford Clarion. Clarence Zook moved

to Lime Springs, Iowa and purchased the paper there. He bought the newspaper at a sheriff's sale for \$500. He retained the name of the newspaper "The Iowa Sun" and proceeded to continue with his publishing career.

1900 September 7: The small community of Dorchester was not long without its newspaper as the very talented Ray W. Hugoboom (a young man of 22) started "The Dorchester Reporter". Ray's motto was "Peace and Prosperity". The paper still cost only \$1.00 for a full year's subscription. This new venture had eight pages with three pages printed locally and five pages of preprinted National and International news. The size of the paper was 13 x 22 inches in size and at this time advertising was moved to the front page in order to obtain more advertising dollars. After about a year, an article was printed in each issue which was written by a local citizen and this article would always be signed with names such as; somebody, a contributor, thoughtful, Sam, you know, and other names but never the actual name of the writer. Beginning in 1902, the middle two columns of page 4 were filled with news from Athens, Abbotsford, Colby, Stetsonville and other nearby communities. Ray's father had erected a small one story commercial building on the west 28 feet of the east 58 feet of Lot 20 Block 3 (just to the west from where Dr. Foley's Office was located). At the time that Ray started the Dorchester Recorder; his mother owned that small building and like any good mother rented the building to Ray for a small amount.

1901 December 3: "The Reporter" was recognized as the official paper of Dorchester as listed in the minutes of the village board proceedings. Ray had a couple of bad days and the following articles would indicate his level of exasperation. He wrote, among the strangers who visited our office this week were an optician, a retail music canvasser and a cripple asking for two bits to get to Ashland. In the issue of March 14, 1902, he wrote; During our absence from the shop Monday a bad accident occurred. One of our cabinets containing 28 fonts of type from 6 to 48 point over balanced and pried the contents of the cabinet on the floor. We were compelled to lay aside all our job work and work on our paper until enough type had been relaid to proceed with this issue so our short comings on the paper must be pardoned.

Subscribers that were in arrears in their payments for the paper troubled all the editors of newspapers in Dorchester. Ray Hugoboom first acknowledged the problem in the September 12, 1901 issue. On the event of the second anniversary of "The Dorchester Reporter", the editor published the following: At the present writing there are several hundred subscriptions due that we would be greatly pleased to have all subscribers in arrears to roll us a (cartwheel) dollar as we contemplate making numerous improvements in our office in the near future.

1902 October 17: The first picture taken locally and used in the paper occurred on this date. Editor Hugoboom published the opinions of several leading citizens of the village regarding the question of installing street lamps. He printed the statements of 20 men he interviewed and had asked them whether they thought the lamps were needed.

The lamps in question were gas vapor lamps that would cost the village about \$75.00 at each corner. This opinion poll was published on November 7, 1902.

1903 May 22: A representative of the Chicago Newspaper Union succeeded in selling the management of "The Dorchester Reporter" a cylinder press.

1903 September: Ray Hugoboom closed up shop and left Dorchester for greener pastures. There was no newspaper from September, 1903 to January, 1904.

1904 January: The first issue after the Hugoboom era was printed by Herman Kronschnabl, the new publisher. The name of the paper was changed to "The Clark County Herald" and a new format was used as well. The page size was increased to 15 x 22 inches with six columns per page, eight pages with two pages printed locally and six pages pre-printed. No paper was published on November 16, 1906 and the explanation was given in the following issue. It seems the publisher went hunting and sprained his ankle and was unable to get back to town in time to put out the paper.

1907 May 3: The Herald received its first telephone and an immediate emphasis was placed on phoning in the news items. One can imagine the time this new device could save, especially for communicating with other editors in distant towns as well as from the countryside. Of course, this benefit only functioned well if the other party had a phone as well or at least access to one. A gradual decrease in advertising was ever apparent during 1907 and climaxed in November when it dropped to almost nothing.

1908 March 27: The Herald has moved to new quarters in the Maes Building next to Miltimore and Sons (just east of Louie and Hilda's Boxrucher Garage).

1908 May 1: According to the minutes of the Village Board proceedings which were published in this issue; the Herald would begin receiving \$25.00 per year from the Village to print the proceedings of the board each month.

1908 July 31: Kronschnabl politically was a supporter of the Democratic Party and this is evidenced by his support of Bryan in the 1908 election when the Republican Candidate Taft was elected. The editor laid down the law in the July 31, issue stating that he would take no sides in the coming election. He would charge the same amount for any article written by a candidate. The Herald would take no part editorially, for or against, any individual candidate until after the nominations are over; so stated Kronschnabl in an editorial.

1909 January 1: Subscription rates increased to \$1.25 per year beginning Jan. 1; however the counter price of five cents would remain five cents.

1909 April 9: Another change of ownership of the plant took place on this date. The change took place without so much as an article describing the new man or a

statement of policy. The new editor William Mannes published the April 9, 1909 issue and made no significant changes in format.

1912 March 22: This issue contained the following editorial regarding the politicians desire to get free publicity: Now is the time when the country newspapermen receive letters in the mail from men they do not know and possible never heard of. They state the writer of the letter is a candidate for some state office or such and any aid the editor can bestow upon them would be appreciated. Yes, no doubt it would. On the other hand, any aid these politicians can bestow the editor to recompense him for space used in the paper would be appreciated. If politicians want to advertise their business, why in the dickens don't they include a check as evidence of good faith for the amount of advertising they desire. Talk about business, if there is any business in a newspaperman giving away his goods, we are unable to see where it comes in.

1912 December 13: This issue contained the following article: On account of the building in which "The Herald" office is located having been sold, we will move this week into the building next to Genrich's Blacksmithing Shop (the old telephone office on Central Avenue).

1913 December 26: This date marked the end of "The Clark County Herald" published under the motto "A Weekly Compend Of News, Society, Religion and Politics". The paper showed no improvement during the five years that the ownership was controlled by William Mannes. The management of the paper experienced serious difficulty in collecting subscription payments as illustrated by the many deals that Mannes used to induce delinquents to pay. The typographical style remained the same from the first issue of "The Clark County Herald" to the date it ceased to be published, ten volumes and 47 numbers after it had been founded by Herman Kronschnabl in 1904.

1914 January 2: A new format appeared with the founding of a new paper the following week. The editor was B.F. Mannes who had bought "The Clark County Herald" from his brother, William. B.F. Mannes named the new paper "The Dorchester Herald". The paper size was 13 x 20 inches with eight pages, four were printed locally and four were pre-printed. The new editor explained the reason for decreasing the page size of the paper due to the size of the press only allowing the printing of two six column pages. Display advertising rates for the "The Dorchester Herald" were increased to ten cents per column instead of the eight cents per column. Lower rates are available on yearly contracts. Vol. 1 - Number 1 appeared on the first edition under the new owner but the next week he reverted back to the numbering system employed by his brother when the "Clark County Herald" ceased publication.

1914 January 16: A former editor of the Dorchester paper appeared in the news columns of this week's edition. Editor Kronschnabl of the Abbotsford paper was sued in court for misrepresentation but he won the case. Kronschnabl was the founder of the now dead "Clark County Herald". An Announcement was published in the January

23, 1914 issue of "The Dorchester Herald" announcing the founding of the "Stetsonville Journal" a weekly newspaper to represent Stetsonville which is located five miles North of Dorchester. The paper would be printed in "The Dorchester Herald's" office with the idea being to spend one day per week in Stetsonville collecting news and advertisements and then printing the paper the next day. The "Stetsonville Journal" lasted for two months and was discontinued on March 20, 1914 due to low paid advertising lineage. The paper had attracted 117 subscribers which were then given subscriptions to "The Dorchester Herald".

1914 September 29: The following editorial by Mannes expressed complaints that present day publishers often comment on: The manner in which those gentle gunmen who deal in printer's supplies have whopped up prices on everything used around a newspaper office is simply klososterous. The ink factories have shot the price of news ink up to a point that makes Gilderoy's famous kite justly look like a sunken submarine. The paper barons act as if they thought their wood pulp product ought to bring as much as India Bible stock. And Type. Why you would think metal was composed of two parts radium and on part auroaborealis. A number of words in this paragraph were either pre 1900 slang or hybrid combos of German and English.

1914 December: Two former editors of the "Clark County herald" consummated a deal at Abbotsford this week whereby Herman Kronschnabl founder of the "Clark County Herald" disposed of "The Abbotsford Clarion" along with the complete printing outfit to William Mannes. Mannes also bought the "Clark County Herald" from Kronschnabl five years prior.

1915 March 12: A change in the format appeared in this week's issue with the paper becoming a eight page, seven column paper. Six pages were pre-printed and two pages (pages 4 and 5) were printed locally. A change in the ready printed pages of the paper took place at this time. A feature article written in German occupied two columns of page two. The main source of advertising in the ready print section was quack medicine and medicine suppliers.

1915 October 8: This date marked the change of ownership of "The Dorchester Herald" from B.F. Mannes to Gessert and Spellman, publishers and A.P.Gessert, editor. The new editor improved the plant of the Herald with a new press and a new face of type for the paper. Excerpts from the story announcing the installation of a new cylinder press made by A.B. Taylor & Son; follows: We believe it is a good and capable of turning out work as any machine in the country. We have gone to a great expense in installing this machine and type but believe the people of this community ought to have an up-to-date weekly and if you will but give us your support and help our subscription list by telling your friends of the interest we are taking in this. We will in this our home, our community; we can and will give you a paper that ought to be a credit to any community.

1915 December 24: A long story on the feasibility of establishing a community center for the children and adults of the surrounding area was published in this issue. This was the first of several campaigns undertaken by the new editor.

1916 June 23 to 1916 July 21: During this month; the masthead changed from Gessert and Spellman, Publishers to A.P. Gessert, Editor and Publisher.

1918 May 17: A.P. Gessert announced that “The Dorchester Herald” would thereafter be printed at Colby. “The Dorchester Herald” and the “Colby Photograph” were to be operated out of the same office. Herman Kronschnabl was secured by Gessert to look after the business at Dorchester such as advertising, news and subscriptions while he moved to Colby to conduct the business there. However, editor Gessert continued to print the paper at Dorchester until June of 1919. No explanation was given as to why he changed his mine. Perhaps the old saying; let’s give it one more try, was applied.

1918 Nov. 22: Beginning this date, the front page will once again become all ready printed with national news and only the two middle pages will be home printed. These two pages are lacking enough advertising to keep the paper financially sound.

1919 June 6: This week’s issue of “The Dorchester Herald” stated; that another newspaper venture in Dorchester had run aground. The apparent cause of discontinuation according to the editor was the lack of subscribers. The following is an excerpt from the article disclosing the decision of cancelling “The Dorchester Herald”:
We know some are paid a little ahead but these FEW will be taken care of. Subscribers had plagued the entire history of the various papers started in Dorchester and again the lack of interest to pay up subscriptions left Dorchester without any newspaper.

The death of “The Dorchester Herald” brought to an end the newspaper chain started with the founding of “The Deutsche Volszeitung” in 1892 and carried on throughout the years by Ray Hugoboom in 1900; by Herman Kronschnabl from 1904 to 1909; The Mannes Bros. from 1909 to 1915 and Gessert until this time of June, 1919.

A descendant of “The New Era” the first paper to appear in Dorchester continued to be published in Abbotsford under the name of “The Abbotsford Clarion”. “The New Era” had been moved to Abbotsford by the two fellows from Colby; Prosser and Taylor in 1899. It had been published there throughout the years and two former editors of the “Clark County Herald” had become editors of the “Clarion” (Kronschnabl and Mannes). William Mannes had become owner and editor of the plant in Abbotsford. He had succeeded in renting the paper to an unknown individual who promptly deserted and left the plant on the hands of Mannes. The equipment stood idle for several years but offered an opportunity for that young daring man who had started the “Recorder” in Dorchester 23 years prior.

1923 March 2: Ray Hugoboom purchased the Mannes equipment and transported it back to Dorchester and began printing the “Weekly Clarion” at the same location he had printed the Dorchester Recorder from 1900 to 1903. It appears the first edition of the “Weekly Clarion” was printed on March 2, 1923, edited and published by Ray W. Hugoboom. The paper consisted of eight pages, four pages preprinted and four pages printed locally.

1923 May 1: Just five weeks later, the big fire of May 1; destroyed the printing plant of the Weekly Clarion. Is it possible to imagine the deep inner feelings of Ray Hugoboom at this time. Could he go on and start all over once again? Fortunately the fire started on the other end of the block and the printing press and other equipment was removed from the building and saved.

1923 May 15: The “Weekly Clarion” was moved to the lean to portion of the Krakenberger Building (just west of the Louie Boxrucher residence) which is only a block and a half west of the present plant. During the next few years, Hugoboom printed an editorial column but after about four years, he discontinued it and his interest in the community was decreasing rapidly. Beginning with the June 30, 1930 edition; the entire “Weekly Clarion” was home printed. The move was made to curtail expenses in publishing during the general depression. This was the first time in the history of news papering that the number of pages fell below eight as there was no pre-printed pages. The advertising as well as news lineage was decreased to practically nothing and a lot of canned material had to be printed to fill the space.

1923 July: The addition of a linotype to the physical plant of the “Weekly Clarion” occurred this date. The first edition that was set with the assistance of the linotype was July 13, 1923. The “Weekly Clarion” was first found to carry the dateline of Abbotsford and Dorchester, Wisconsin. The December 2, 1925 edition found only Dorchester listed; with no explanation as to the cause of deleting Abbotsford.

1930 September 26: Ray Hugoboom erected a new building at the site where the previous plant had been destroyed by fire. To help celebrate and facilitate the move to the new building on First Avenue across from the Village Hall; Ray published an 11 x 15 inch issue of six pages. The paper would be printed from this site for the next 42 years before sliding into oblivion for the last time.

1934 June: At the beginning of the “Weekly Clarion’s” 35th year in business; the appearance of the paper continued to decline. The advertising content of the paper was practically nothing. There was never over 100-500 inches of advertising in a single week except during election campaigns or other special occasions. Much of the advertising in the paper was material trying to convince the people of the importance in supporting the community newspaper. The paper appeared to be preparing for suspension at this time. The general appearance of the paper hadn’t changed appreciable during all the years it had been operated by Hugoboom. There being no

local news happenings to speak of, considerable national syndicated material was employed to fill the paper.

1937 December 25: In a tabloid edition of the “Weekly Clarion” Ray Hugoboom published the following story: THE CLARION SUSPENDS PUBLICATION: With this issue the “Weekly Clarion” suspends publication. It is indeed with a sad heart that we make this announcement but in the course of one’s life, many decisions of importance have to be made, which with the passing of time heals the sore thus created.

The main reasons for our action are personal ill health and inability to do the work necessary to carry on a weekly newspaper, even though small. We also feel that the usefulness of a paper in Dorchester, due to changing conditions in the past few years, good roads to main shopping centers in this territory and general lack of interest, has nearly ceased to exist. The subscription list has been turned over to the “Medford Star News” and our subscribers will receive that paper instead. The equipment, at least most of it, will be retained and our energy will be devoted entirely to commercial work.

Thus ended another attempt to supply Dorchester with a means of expressing its wants and wishes. The village has had many opportunities to support a newspaper but when times became tough, the newspaper was the first to suffer and made suspension imperative.

1937 November 30: Another journalistic attempt to supply Dorchester with a means of expression took place even before the final writing above. Under the name of “The Dorchester Clarion”; the new Clarion was published by “The Medford Star News” at Medford. It was through the efforts of Dorchester Businessmen that induced Bill Conrad (editor and publisher) of the “Medford Star News” to undertake the new operation. The paper was 18 x 22 inches in size and consisted of eight pages with four pre-printed and four printed locally. Bert Amacher served as the editor for the new venture and made his home in Dorchester. Subscription prices were \$1.50 per year. The paper contained much more local news than ever before. Correspondents from surrounding communities were secured and they did respectable jobs.

1939 March 21: B.D. Merriman of Winona, Minnesota assumed the duties of editor and publisher of “The Dorchester Clarion”. He bought the subscription list from the Star News and purchased the printing plant from R.W. Hugoboom who had continued to print commercial jobs in the old plant of the “Weekly Clarion”.

“The Dorchester Clarion” became a six column eight page paper. The appearance of the new version of the Clarion wasn’t as attractive as the Star News publication but was a marked improvement over the Hugoboom editions. With the beginning of the third year of publication in 1941, the paper was recognized as an official publication under the statutes of the State of Wisconsin. The pre-printed four pages of the paper

were discontinued in 1942. Merriman had started a column called "So What" that gained strength since its inauguration in 1941 when it began with only a couple short editorial items. In 1945, the column filled the left hand column of the front page. The editor discussed the issues of the day and tried to make it a personal column to everyone in the community with the editorials.

1945 June 16: Walter P. Lehnertz took over the reigns of "The Dorchester Clarion" as editor and publisher as he purchased the paper on this date. The transfer of the property to the new owner included the building, printing press and all the equipment for \$4000. The sale marked the end of a successful six years for B.D. Merriman.

Journalistic and typographical improvement was noticed from the outset. A steady increase in advertising lineage with practically every business in the village being represented in the advertising columns was evident immediately. The Clarion maintained the six column 15 x 22 inch pages with four pages representing the paper, all four pages of home printing news.

Walter P. Lehnertz - his wife Grace - their sons David - William - George and daughter Elaine all worked hard to put out the very best paper that could be expected for a community of our size. Walter and Grace were alone when the end came as Walter was killed when he fell off the Clarion roof one spring day. Date of passing was June 21, 1984; twelve years after he published the last edition of the Dorchester Clarion.

The final issue was published in late 1972 and when one reviews the history of newspapers in Dorchester, it will be very evident that one constant problem was ever existent. The village is too small to support a newspaper all the time. The people are interested in the paper when it ceased to exist but when a new venture started and ran into difficulty staying solvent, the people forgot about it.

Throughout the entire history of the newspapers in Dorchester, it has remained evident that the editors had a struggle to get people to advertise, to pay their subscriptions and even to induce people to bring in news that they want published in the paper.

It must be concluded that it has been the sheer respect of editors for the sincerity of the village citizens that has provided the Village of Dorchester with a newspaper for over 74 years.

1986 June 13: Gracia Lehnertz sold the (28' x 50') parcel to the Village of Dorchester who then proceeded to raze the building and the space is now utilized for the parking of village trucks and other equipment.

Chapter 19

History of Opera Houses

Opera houses were called that initially because they were used mainly for singing, dancing and road shows. Many of the old newspaper articles I reviewed refer to that term consistently. Just like today, there were people trying to make a living performing on stage in front of a paying audience. Around the turn of the 20th century, actors of the day were referred to as semi-professionals and they would tour the back roads of small towns where the competition for their services was non-existent. You might say they were very similar to what is now referred to as “Off Broadway Shows”. Or at least they were somewhat similar. A particular show would normally consist of three acts with each act consuming 30 minutes of time or there about. These shows were very popular as you must remember there was not a lot of fun kind of things to do in those days. Especially for members of the female gender and specifically for the younger women. Usually it was work from the time one rose in the morning until the sun set and then retiring for the day so one could meet the challenges and the rooster call of the next day. The price of the opera show would be 25 cents; not a small amount for a family of five or six.

As time wore on opera houses were used for an ever increasing array of activities. This was fortunate as the financial investment in the house was substantial and using the facility for more activities on more days of the week proved to justify the initial investment.

In the early 20th century, silent movie films came into their own and proved to be even more popular than the opera show. The opera house was designed with a stage and a large area was available for chairs to be placed for good viewing. Just as today, the best seats were available up front. A large white sheet was hung above the stage area so the projected images were large enough to be seen. To be able to see people moving across the screen must of been almost unbelievable to those viewing the picture show. The technology had not yet been developed for people’s voices to be heard but a few years later, words were transcribed onto the screen and this enabled people to get the jest of what was being said. All of the opera houses in Dorchester showed picture shows every weekend or whenever they could get hold of a new show not yet seen in the area. None of the opera houses were used for showing movies by the time that picture shows with sound was invented.

Dances were another activity ideally suited for the opera house and which helped in a major way to increase the revenue source for the proprietor. A small local band could be obtained for seven dollars a night and they would play until midnight or so. It was not uncommon to have 75 to 100 people attend these dances and they were especially popular for the young people. This was after all, an opportunity to meet members of

the opposite sex; to talk with people your own age about those things important to the younger generation. Meeting in this way was totally acceptable to the parents; after all in a large group like that, what did they have to worry about.

One of the old newspaper ads read “Roller Skating Every Wednesday and Sunday Nights”. Again a perfect fit for the building called the opera house. The chairs would all be pushed to the outside walls and roller skating took place while the proprietor played music on his hand cranked Victrola. The older people of the community would sit on those chairs and watch the young people whiz by. Everybody was happy as the older people were delighted in watching all the activity and the young people were happy knowing their waist lines would not enlarge due to the calorie consumption activity of the roller skating. The establishment was happy because additional money was coming into the coffers. Another way of making money was by the selling of snacks. Home made popcorn, sandwiches, soda pop and the recently invented hot dog quickly became a customer favorite.

Some sports activities also found their way into the opera house. “The Esser Opera House” after it became dormant was purchased by the Dorchester School District and was used for many years to host their team’s sports event, especially the competitive basketball games endorsed by the old 3 “C” Conference.

Wedding receptions, first communions, class receptions and any activity requiring a large space for people to gather was an okay activity to be held in an opera house. Dorchester for its size had some of the best opera houses anywhere on the line and that reputation continued for many years.

LeClaire Opera House - 1882 to 1918: Joel LeClaire was the second owner of Lot 6 Block 14 (located across the street from St. Louis Church where the west half of the Draxler Four Plex apartment building now stands) which he purchased from E.L. Swarthout on June 20, 1882 for \$25. He began construction of what was to become LeClaire’s Opera House during the fall of 1882 and completed the building in the late spring and early summer of 1883. The Opera House Joel built became known as the finest Opera House between Marshfield and Ashland as so stated in an old newspaper article written before the turn of the 20th century. It served as the standard, as the place to go to watch a good play by touring semi-professional actors. It also functioned as a large meeting place for silent films, plays by locals, roller skating events, wedding receptions, and yes basketball games. A 1909 newspaper article stated that the Dorchester Basketball Team would meet the Athens Team in a big game and the game would be played at the LeClaire Opera House. On July 17, 1912, LeClaire’s Opera House advertised that Nelson’s White City Picture Show would be playing beginning on the 17th. After the picture show, dancing would start at 10:00 P.M. and you can dance as long as you like. Ten cents is the admission fee and dance tickets are 35 cents per couple.

Joel was looking for a partner in the business of operating the opera house so he could get some time off now and then. On February 27, 1886, Joel sold half the property to Prosher Lasante for \$1300. However three years later in 1889, Prosher changed his mind and deeded his interests back to Joel. Joel continued operating the opera house until he sold it to Paul Lotzer in July of 1918 for \$775; who utilized the grand old building to store hay and other feed store items. In September of 1920, Ed Kramer purchased the old LeClaire Opera House Building and moved it to Front Street where he operated the Kramer General Mercantile in the John Schmitt Building (where Chuck's Rustic Inn now stands). The building's use would change drastically as now housed inside would be boxes of merchandise to be sold in the mercantile. This was a sad day as this grand old building hosted so many joyful events over the past forty years. Perhaps black ribbons should have been placed on the trees of the community to honor this historical building.

The La Bossier Opera House - 1886 to 1929: Henry LaBossier purchased a general mercantile business in 1881 from Joseph and Felicity Boulais for \$500. This business was located on Lot 11 Block 3 (where the old post office now stands). It burned down in 1886 giving Mr. LaBossier an opportunity to rebuild his store bigger and better than before. This is exactly what he did; erecting a large two story building replacing the commercial space and living quarters that he had in the other building. The second story now contained a large open room with a stage on the west end of the building. The second opera house in town was now open for business. Henry LaBossier sold Lot 11 to G.N.Schultz on February 24, 1903 for \$3500. G.N. Schultz continued operation of the General Mercantile and Opera House until 1929 when it burned down in one of Dorchester's multiple building fires. Four buildings were destroyed from where the old bank now stands and extending south to the corner.

A newspaper advertisement from 1902 stated "Come See The Floyd R. Briggs & Co." play "The Gypsy Romance" playing July 5 - 6 - 7 at the LaBossier Opera House.

Kayhart Hall - 1904 to 1924: Dunn and Bertha Bursell sold the property to Hiram Kayhart on October 28, 1904 for \$1300. The building had originally been constructed in 1884 for use as a commercial and residential building. The Kayharts rented out the front part of the first story to different businesses from 1904 to 1924. The rear or south portion of the first story was used and advertised as the Kayhart Hall. Dances, meetings, wedding receptions and card playing events were the main types of activity exhausted within the confines of the hall.

In 1924, they sold it to Alice Harper and unfortunately very little information is available about the building and what it was used for after that. One has to believe that since it was constructed as a commercial building; that some commercial enterprise was active in such a usable and large space. In 1946, Clark County took control of the property and razed the big old building as it had stood for many years with little attention paid to its upkeep.

Esser's Opera House - 1912 to 1955: Joseph and Sarah Kronschnabl sold Outlot 21 to Albert Esser on January 5, 1912 for \$2500. This parcel of land contained a structure which housed a saloon on the first story and living quarters on the second story and is located where The Dorchester State Bank now stands. On April 23, 1913, a deed shows that Henry Weber sold a parcel of land to Albert Esser for \$185 which contained the old Robbins residence (first house in Dorchester) which Albert moved a few hundred feet west to the rear of the Gust Genrich Blacksmith Shop. This parcel of land is now the northern part of the parking lot at the Dorchester State Bank and is where in 1912 Albert Esser erected the Opera House. A large one story wood frame building, it provided all the services that the other opera houses in town did; making the market a little more competitive. The third opera house added incentive to the proprietors to come up with new ideas; new ways in which the opera house could be utilized.

The Essers sold the saloon and opera house to C.P. and Mae Heinzl on November 17, 1926 who operated the businesses until 1933 when the Dorchester State Bank obtained title to the property. The bank sold the saloon to Andrew Siegert on March 29, 1934 for \$3100 and sold the opera house to the Joint School District No. One (1) of the Village of Dorchester on October 1, 1935 for \$2000. From this time forward, the old opera house was used by the school district for a place of recreation and to house basketball games for the high school teams called "The Dorchester Cardinals", Spartans and Red Devils. The business of opera houses had started in 1882 and stayed operationally until 1933; one year plus half a century.

The Joint School District sold the building to Neal Smith, Inc. on June 13, 1951. In 1955, Neal Smith moved the structure across the street where his woodworking company used the space to produce marketable products. In 1968, Neal Smith Inc. erected a new steel siding building around the old opera house and when completed the opera house structure was removed from existence thus ending this story.

Paulson's Hall 1929 to 1950: Edgar Paulson completed the remodeling of his new club rooms located on the second story of Paulson's Garage. The new club rooms will be available for events of all kinds. Newspaper ads stated that skat tournaments, dances for the young people and meetings by all different organizations will be welcomed at the new Paulson hall.

Chapter 20

History Of The United States Post Office In Dorchester

As the Wisconsin Central Railroad Company plunged forward in its quest to invade the wilderness of North Central Wisconsin, it couldn't be long before civilization entered the process as well. While the railroad penetrated the south boundary line (which was later to become the Village of Dorchester) in 1873, the majority of the settlers didn't arrive until early 1874. Dorchester officially received its name on July 22, 1874 but by then Dorchester already had a Post Office and a Postmaster. President Ulysses S. Grant appointed the first Postmaster with an effective date of June 24, 1874.

While there is not much that can be said about a post office since it is only a building and in most cases a small building; it is simply a place where mail is sent to, received from other places and distributed to the name or place so designated on the outside of the envelope or package. Initially, everyone had to come to the post office to see if someone they knew might of remembered them with some communication greeting on the anniversary of their birthday. Around the turn of the 20th century, the Dorchester Post Office created a rural route and for the first time, settlers had their mail delivered right to their front door, so to speak. A short time later, that rural route was expanded and soon there were two rural routes; one which would deliver the mail east and the other went to the west. The rural area of this part of Clark County was growing each year with more land being cleared and farms extending further from the populated center of Dorchester. The frequency that each farm received mail would depend on the volume of mail to be delivered and the number of farms that had to be served. Initially, it was delivered once each week and gradually that was increased as roads became more passable and the transportation unit became more dependable. At some point between 1910 and 1920; the country folk could expect their mail to be delivered consistently(although not always)on a daily basis, weather permitting.

The city dwellers were expected to come to the post office to see if their name appeared on one of the many envelopes that arrived that day on the morning train. Yes, in the early days, the train was the only enduring avenue to get from one place to another. The railroad company encouraged people to come to the end of track and settle there or to work there as a lumberman or sawmill worker before moving on to new cuttings and every person who arrived would require some services from the railroad. Everyone needed supplies of some kind or equipment such as saws and axes to cut wood, etc. and the more people there were, the more supplies that would be needed, all of which came by train. The more people that populated the area, the greater the need for train passenger service as it now became necessary for salesman to travel by train to take orders so those supplies could arrive and the store owner could sell them to the general public. However, for many, the train arriving at the station meant mail and a possible letter from a family member who would arrive soon.

First Location - June 24, 1874 to February 1, 1875: M.D. Buell was appointed Postmaster by President Ulysses S. Grant on June 24, 1874 and at that time; it was the responsibility of the Postmaster to procure a suitable space to house the mail before the distribution process took place and to ensure that the mail would be safe from evil doers during the night time hours of the day. It is believed that the first place that people arrived to see if someone had remembered them was directly to the west of the residence we always referred to as the Copeland House. Sands and Buell had erected the first sawmill there in early 1874 and Buell was appointed to head up the first postal activities in Dorchester. Does two and two make four? I think so.

Second Location - February 1, 1875 to December 13, 1880: Daniel O. Miltimore was appointed Postmaster by President Ulysses S. Grant on Feb. 1, 1875. Daniel immediately relocated the Post Office to his General Mercantile Store located on South Front Street just north of where the American Legion Hall now stands. The address was 235 South Front Street and was built by the person who was described as the First Citizen of Dorchester, Daniel O. Miltimore. Daniel also worked for the railroad; being the lead salesman selling railroad land to anyone who was interested. Trips to the east coast and other places looking for people to settle the land required more time than Daniel had and in 1880; he sold the general mercantile to two of his sons, John and Bradbury. It was at this time that Daniel gave up his responsibilities as Postmaster of Dorchester.

December 13, 1880 to December 18, 1885: Bradbury Miltimore was appointed Postmaster by President Rutherford B. Hayes on this date. The location of the post office remained at Miltimore's General Mercantile for five years until 1885 when Bradbury for whatever reason, was no longer called Mr. Postmaster. However, it is believed as was the custom of the day that the presidential election of 1884 which removed a republican and replaced him with a democrat caused the new president to appoint one of his fellow party members to the post.

Third Location - December 18, 1885 to June 19, 1889: Henry LaBossier was appointed Postmaster by Grover Cleveland on December 18, 1885 as he defeated the Republican candidate who foolishly opposed him. Henry immediately relocated the post office to his general mercantile store which was located just south of where Chuck's Rustic Inn now stands. Four months after he became postmaster, the big fire of March 29, 1886 destroyed Henry's place of business along with the post office. However, Henry was able to save the mail matter and the outfitting utilized in that endeavor.

Fourth Location - March 30, 1886 to July 22, 1886: Henry needed a place to temporarily house the post office as everyone learned from early on that the mail must go through and that snow, rain, ice, mud or fire must not hinder the delivery of the mail. During the four months that it took Henry LaBossier to reconstruct his new general store and opera house, he requested and received assistance from the

Miltimore Bros. who were still operating their mercantile store at the south end of front street. They gladly offered their establishment to be the temporary post office for wherever the post office was located; one could be sure that the sales revenue would immediately be on the rise.

Fifth Location - July 22, 1886 to June 19, 1889: Henry completed his new structure in July of 1886 and moved the post office back to that location on July 22, 1886. The newspaper article states that the new post office is located in the southwest corner of the room and it is neatly and conveniently arranged.

Sixth Location - June 19, 1889 to September 7, 1893: Grover Cleveland was defeated by the up and coming Republican; the new President Benjamin Harrison then appointed August Homsted to the postmaster position on June 19, 1889. August was the first Pharmacist to open a drug store in Dorchester and his place of business was located on the lot just south of where Fuzzy's Bar now stands. August's Drugstore now became the location for the post office and it was moved there directly. The drugstore housed the post office at this location for four years until the up and coming Republican was no longer up and coming. President Benjamin Harrison was defeated by; yes the same man he defeated four years earlier, Grover Cleveland.

Seventh Location - September 7, 1893 to April 10, 1895: Grover Cleveland now called the shots once again and this time he appointed a long time Dorchester Democrat to the prestigious position of postmaster. Peter Schafer (great grandfather of Walter and Maxine Garvue) obtained the postmaster's job on September 7, 1893. Peter Schafer owned a large general mercantile building and a saloon (located where the Dorchester Co-op Building stood) which his two sons William and John operated. Peter housed the post office in a small area of the general mercantile located at the south end of the building. Just as the fire of 1886 destroyed Peter Schafer's buildings, now the April 10, 1895 fire did so once again. The mail bags were removed from the building just in time; a building can be rebuilt but a letter destroyed by fire might never reveal the true feelings of the writer who produced the communique and the one who would of received such a letter would perhaps forever be deprived of a loved ones last words.

Eighth Location - April 11, 1895 to April 25, 1895: On April 11, 1895 the post office was temporarily moved to the August Homsted Drugstore (located on the lot south of Fuzzy's Bar). The relocation would be of short duration as two weeks later, Peter Schafer had already erected a small building especially constructed and designed for post office functions.

Ninth Location - April 25, 1895 to October 16, 1897: As stated Peter Schafer built a separate building to contain the post office. This would be the first time that a sign would be placed on the outside of the building atop the door way and say only one thing "United States Post Office". Prior to that, billing had to be shared with the words "General Mercantile" or some other merchant's advertising. The April 25, 1895

newspaper edition states that the post office which since the fire has been located in the August Homsted Drug Store has been moved to the new building erected for that purpose (located on the south part of lot 5 south of the hardware store). Conrad Frank is making the fixtures for the office. It is hard to imagine that a building could be completed in two weeks time until one looks at what kind of building we are talking about. A small structure without a foundation could in fact be put together in that time frame.

Tenth Location - October 16, 1897 to January 28, 1916: The Republicans won the election of 1896 and the new President William McKinley appointed once again August Homsted to the post. To me it is obvious that August was the head honcho of the Republican Party in Dorchester at the time as this post was as political as they come. August as was expected; immediately moved the post office back to his drugstore and it stayed there for the next 20 years. August serving in the post until his death in 1911 and then his son Louis taking over and serving for five years until 1916. The appointment of Louis came from Republican president William H. Taft. The White House of the previous eight years (1901 -1909) was occupied by Republican Theodore Roosevelt and no new appointments were required as August Homsted had been appointed in 1897.

Eleventh Location - January 28, 1916 to May 1, 1923: The election of 1912 and 1916 was won by Democrat Woodrow Wilson and an appointment could of been named in 1913 by President Wilson naming a local democrat to the post. I have not been able to find any data as to why that did not occur except; I surmised that something that was called political sympathy (unheard of in today's political structure) came into play as a result of August Homsted's death. Perhaps a little bit like what happens today when a congressman dies and the people elect that person's spouse to the office he held.

President Wilson did appoint the highest profiled local democrat to the post on January 28, 1916 when he named Herman Kronschnabl to the post. Herman was well known for his positions on political matters and did everything he could to promote the causes of the Democrats. A true follower and an ardent spokesperson on the many issues of the day. On March 16 of 1916, Herman purchased a building from Ole Paulson and had Ole move it to the site on South Front Street which was located just to the north of where the American Legion Building now stands. The big fire of May 1, 1923 destroyed the post office building and fourteen other structures on the block. The post office and all of its contents was totally destroyed within 30 minutes as a steady wind from the south provided all the extra oxygen the fire required.

Twelfth Location - May 1, 1923 to December 15, 1923: Herman Kronschnabl made arrangements to move the Post Office across the street to the O and N Lumber Company where it remained until December 15, 1923.

Thirteenth Location - December 15, 1923 to January 12, 1925: Herman then relocated the Post Office to his brother Joe's property located at 210 West Center Avenue. That location is now home to The Cozy Corner Tavern owned and operated by Sharon Beyer.

Fourteenth Location - January 12, 1925 to December 20, 1941: Louis Homsted became the Postmaster once again in January of 1925 and he moved the post office to the south end of the Quality Hardware Store. The entrance was located on the south end of the building thus the post office activities were secluded from the bustling hardware activities of the day. The post office remained at that location until December of 1941. Politics was slowly removing itself from the Federal Government structure and the way they did business. Someone got smart and realized the inefficiency of a different person taking over every time a new president was elected. During the time from 1925 to 1941; Louis Homsted, Harry Garbisch and Albert Beck served as Postmasters when the post office was located at the Quality Hardware Store.

Fifteen Location - December 20, 1941 to October 12, 1991: The owner of the Quality Hardware Store informed the postmaster at the time that he would not renew the contract with the U.S. Government and that beginning January 1, 1942; the space would have to be vacated. No one seem to do anything and the government informed the local postmaster that if a new location had not been obtained by the end of the year, the post office would be relocated and operated out of the Abbotsford office. William Jantsch, one of Dorchester's rural mail carriers, owned a home in the village and did not want to experience a drive each morning to Abbotsford to pickup the mail and then later in the day return to sort the mail for the next day's delivery. Grabbing the bull by the horns; he purchased the lot where the old post office building still stands and erected that small brick veneer structure which was located at 185 South Front Street just in time to meet the deadline. The grand opening of the new post office took place on Wednesday December, 10, 1941. That structure contained the Post Office for 50 years until 1991 when the present post office was constructed. The Postmasters who served while the post office was at this location were Albert Beck, Max Kronschnabl who served in an acting position, Franklin Fritsche and Joan Baker. Max Kronschnabl held the post from 1944 to 1946 but did not belong to the right party and Franklin Fritsche was appointed in 1946 by President Harry Truman. By 1950, President Truman did away with the political appointment program.

Sixteenth Location - October 12, 1991 to the Present Day: The present day post office is located just west of the railroad tracks; the railroad track which made everything possible to begin with. The address of the present post office is 101 East Center Avenue. Post masters who have served at this location were Joan Baker, Judy Marschke and Johann Gessler.

Rural Mail Carriers: This select group of individuals were unique in many ways. They undertook, in the early days, a low paying job that offered up a number of potential hazards, a few of which I will mention that relate to the weather. Horses were used to

deliver the mail until 1936; after that the roads were mechanically plowed after a heavy snow fall. Before that, horses had to tramp through the heavy snow and mud and when the going got tough; the horses could be difficult to handle. It was not uncommon (if one did not pay close attention) for the horses to become runaways and cause serious injury to the driver. The driver had to communicate to the horses (everybody did this in a different way) that all was okay and there was no reason to be alarmed. A simple soft song would often produce the best results of transmitting an aura of calm to the horses. Becoming bogged down in deep snow or being caught in a blizzard could be more than just hazardous during cold winter days. After a few hours, the body temperature would lower and could cause the body to fall into a slumber. To avoid this particular hazard, my dad who served as a rural mail carrier from 1920 to 1965; installed a wood stove in the small canvas enclosed horse drawn buggy, complete with chimney extending out the top. A picture of which is enclosed in the picture section. Other professions of course faced the same hazards with the horses and weather that the rural carriers did.

One of if not the first rural carrier was George LeClaire who was appointed rural mail carrier on Route 1 in 1906 and who started his new duties on July 31, 1906. Ben Krakenberger was named substitute for the route. Other early carriers were Joe Weber from 1917 to 1918; Henry Ramminger 1920 to 1960 (Dorchester, Abbotsford and Waterloo Wisconsin Routes); Bill Jantsch from 1920 to 1965. It is believed that Bill had only three substitute carriers during his 44 years of mail service. They being his brother John Jantsch during the early years with Ed Werner and Milton Kronschnabl providing that service during the later years. Milton Kronschnabl and Laverne Michlig both served in later years, first as a substitute carrier and then later as mail carrier. It had been my intention to include all of the mail carriers who ever served in that capacity but found the task of finding the information to be more demanding than anticipated and so will include this topic on my list for future writings.

William Jantsch began his career with the United States Gov't in 1917 when he was called to serve in World War I. The trip by ship to France was a difficult one as the Flu broke out and by the time they landed, over 100 army personnel had succumbed to the illness. After they landed and trained for a couple of months, it was time to march to the front as the allies needed fresh troops to replace the poor souls who had been lying in the mud for so long. As William Jantsch explained later, they had marched thru the night and were only 40 miles from the front when the armistice was signed. William Jantsch was not going to have to kill someone nor would he be killed in this war. Upon returning to Dorchester in 1919, he looked for something to do and even considered returning to Minneapolis where he had worked before the war broke out but decided that Dorchester should be the place where he should spend the future. Six months later, Herman Kronschnabl, the Postmaster, was looking for a rural mail carrier and suggested to Bill that he go to Medford and take the federal exam. Bill figured he had nothing to lose so he did and passed with flying colors and in the spring of 1920 he was sworn in as one of Dorchester's Rural Mail Carriers. The other route was just awarded

to Henry Ramminger and it wasn't long before the two carriers became good friends. Herman Kronschnabl had told Bill that the pay wouldn't be great in the early years but that if he stayed with it; things would get better as the years went by. Boy, was he right, starting salary was \$800 per year and Bill had to provide his own horses and feed for the horses as well. However, it was a job and a steady one at that. Fourteen years later in November of 1934; the District Supervisor appeared at the Dorchester Post Office and informed the Postmaster that one of the two routes would be moved to Abbotsford. Since both Bill and Henry had about the same amount of time in on the job and since both owned homes in Dorchester, the District Supervisor decided to flip a coin to see which route would be moved. The coin was tossed, Henry Ramminger yelled heads and the coin amid the tumbling in the air hit the ground, bounced up and landed with the head down; it was tails and Bill had the right to decide his fate. He chose Dorchester and for the next 31 years he was the sole rural carrier out of the Dorchester Post office. Forty four and a half years in all, from 27 miles per day when he started to 72 miles when he retired. His retirement date was December 31, 1964 and that was because of pension calculations, etc. He had no desire to retire but due to age 70 and related requirements; Bill retired at age 69 plus.

I included a few paragraphs about William Jantsch, who carried mail the longest of any carrier in the history of Dorchester and I believe that is also the record for Clark County and is one of the longest tenures in the State of Wisconsin. Also, because William Jantsch is the father of this writer. Today some forty plus years after my dad's retirement, I still have people come up to me and say; I used to set my watch to 10:08 A.M. when Bill Jantsch pulled up to the mail box. One other cute story is when one day as a youngster, I asked my dad; do you only deliver letters? That produced an response of no, sometimes I deliver chickens, ducks, geese, snakes, worms and one time, a dead body in the form of ashes in a urn was also added to the list.

It is also important to identify those brave souls who supervised the delivery of the mail, the only way to communicate with love ones in the early days. Why without the mail to keep one informed of the doings throughout the country and even the world, one would become isolated from life itself. It has been said that the receiving of mail was the second most wonderful event in the world; the only thing better was the electric lightbulb.

Postmasters from June 24, 1874 to January 1, 2006

M.D. Buell - Postmaster - June 24, 1874 to February 1, 1875
Daniel O. Miltimore - Postmaster - February 1, 1875 to December 13, 1880
Bradbury Miltimore - Postmaster - December 13, 1880 to December 18, 1885
Henry LaBossier - Postmaster - December 18, 1885 to June 19, 1889
August Homsted - Postmaster - June 19, 1889 to September 7, 1893
Peter Schafer - Postmaster - September 7, 1893 to October 16, 1897
August Homsted - Postmaster - October 16, 1897 to January 17, 1911

Louis E. Homsted - Postmaster - January 17, 1911 to January 28, 1916
Herman Kronschnabl - Postmaster - January 28, 1916 to January 10, 1925
Louis E. Homsted - Postmaster - January 10, 1925 to February 16, 1927
Harry E. Garbisch - Postmaster - February 16, 1927 to November 1, 1935
Albert A. Beck - Acting Postmaster - November 1, 1935 to April 28, 1936
Albert A. Beck - Postmaster - April 28, 1936 to December 1, 1944
Max Kronschnabl - Acting Postmaster - December 1, 1944 to July 15, 1946
Franklin J. Fritsche - Postmaster - July 15, 1946 to November 19, 1976
Joan M. Baker - Officer-in-Charge - November 19, 1976 to August 13, 1977
Joan M. Baker - Postmaster - August 13, 1977 to January 2, 1993
Judy Marschke - Postmaster - 1993 to 1998
Martin Kaiser - Postmaster - 1998 to July 15, 2004
Johann Gessler - Postmaster - July 15, 2004 to April 10, 2005

Chapter 21

History of Restaurants

There isn't much to say about restaurants except they come in mighty handy when one is away from home and hunger pains penetrate the stomach wall. Here we will make an attempt to show those individuals who had the daring to run a business where one small mistake could prove to be devastating to future business. The word of mouth if good could produce a windfall while the word of mouth if bad could force the doors to close prematurely. Articles written from the beginning of time to the present about opening up a new business always places the same category of business at the top of the charts when it discusses failure rates. Yes, more restaurants and eating places of all kinds file for bankruptcy than any other type of business. Why is this? Very simple! One major mistake and the word gets out and that is all it takes. We all heard about the fast food chain where something wasn't cooked properly one time, one day out of a year and now you don't hear that name mentioned anymore. We all know how e-coli and other bacteria can end a restaurant business overnight.

My interest of restaurants took me not to the table waiting for the food to be placed in front of me but more so to the back room; the kitchen where the food was prepared. What kind of meals did they prepare in advance for the hungry lumberjack or saw mill worker? Did they express the wonders of the human palate by lavishly parading large amounts of seasoning on or around the food? Well when reviewing availability of foods during the late 1800s, one can put together a scenario of what the waitress might of placed in front of you; providing you ordered the special of the day. There were two main ingredients which would please most anyone who walked in the door. Fleisch which was widely available und brot as it was known to most of the early settlers and which was created in many different shapes and sizes. To those of you who came from the northern part of western Europe, meat and bread would please most anyone. There were so many different ways of preparing meat but the most common was to make a stew thus intermixing the flavors from various foods all together and all of us can contest to the fact that there is nothing better than a good stew. A stew would consist of pieces of meat, carrots, potatoes, rutabagas, cabbages or whatever was laying around that could be submerged in the big pot on top of the stove. Once a stew was made and if (after all the patrons and workers had eaten their fill) the pot was still not empty; it could be preserved until the next day when more would be added to the pot. Cooked stew would not spoil in the same time frame that fresh meat would, so it was not unusual for some time to go by before the pot might get a good scrubbing. Hash (potatoes and ground cooked meat) and other similar foods were always popular with the hungry men. Bread was a must as this was used to ensure every drop of gravel was consumed and not left on the plate. Of course a beef steak would be available almost anytime for the prosperous traveler but especially in the winter as farmers would butcher in the late fall, not wanting to provide feed for all

their animals throughout the cold months. Restaurants would purchase half a cow or hog, cut the meat into sizable pieces and store them in large cans outside the restaurant or in an outdoor shed where the cold days and nights would function just like an electric freezer. A hot bowl of soup along with placing a ground up beef Pattie (hamburger) between two chunks of bread made an ideal meal. Ground up meat and especially sausage was coming into its own so making meals around these products always proved successful. For the Germans, no meal could be called a meal without kartoffel on the table and there were so many ways to make potatoes then as there are now. The real trick to getting return business was the taste of the prepared food. This was not always simple, as yes there were spices available but they were expensive and could not be used to the degree that one might of hoped. Therefore the most important ingredient in the business cycle of the restaurateur was to ensure that his plan called for hiring the best cook in town. The word would spread just like it does today that Mrs. So and So is the head cook at Jim's Place and let's go there tonight because she really knows how to do it right.

First Location - The Central House - 1876 to 1890: The Central House had 12 boarding rooms on the second story and a large restaurant on the first story. From the time the building was erected by Sullivan and Melia Hugoboom in 1876 until the building was destroyed by fire in 1890; the restaurant portion of the business was active. This business was located on Lot 13 Block 4 where the south part of Pinter's Packing Plant now stands. The owners of the business will be listed along with the time they spent in that undertaking. Sullivan and Melia Hugoboom (father and mother of Raymond Hugoboom who served the community as newspaper editor for a number of years) were the only owners of the Central House during its existence.

Haeuser's Boarding House and Restaurant - 1903 to 1929: In November, 1902, Henry and Marie Haeuser purchased the property and the next year after the spring thaw, they proceeded to erect a large two-story wood frame and wood sided building which contained a restaurant and living quarters on the first floor and 12 boarding rooms plus bath on the second story. The boarding house was erected on the same lot as the Central House was located. The Haeusers operated the restaurant and boarding house together as a team until Henry died and then Marie continued on until the building and three others were destroyed in the fire of May 17, 1929. The fire started in the Haeuser Restaurant and with the spring wind in high gear; there was no chance to save the structure. The fire was stopped at the bank which had been constructed of fire proof materials.

Second Location - The Donnelly House - 1878 to 1882: Michael Donnelly built the first building on Lot 9 Block 4 (where Chuck's Rustic Inn now stands) and it was called the Donnelly House. It served as a boarding house with a saloon and restaurant and was very much like the Central House. The customers of those days were mainly the lumbermen and saw mill workers who needed a place to live and eat.

The Grimmer House - 1882 to 1886: Frederick and Therese Grimmer purchased the Donnelly House in 1882 and changed the name to the Grimmer House. They operated the business as before until the building burned down in the big fire of 1886.

The Star Hotel - 1886 to 1894: John Koerner bought the lot where the Grimmer House had stood and he built a bigger and better structure which was placed upon the same foundation as the Grimmer House. This new structure was called "The Star Hotel" and provided the same services as before with boarding rooms upstairs and the saloon/restaurant downstairs along with living quarters for the proprietor.

1894 to 1895: Charles Meyer purchased the Star Hotel but only operated the business for a year before selling it to Henry Hagen.

1895 to 1902: Henry Hagen became the next owner to operate the Star Hotel and then Louis and Libbie Kurtz ran the business for a dozen years from 1902 to 1914.

1914 to 1916: John and Margaret Schmitt purchased the property and operated the business as the others had done before them except John converted the saloon area into a general mercantile store during the early part of 1916.

Barb's Rustic Inn - 1975 to 1980: Barbara Mueller purchased the property in 1975 and proceeded to reestablish the serving of food. Now one might have to stretch things a bit for this to be called a restaurant but nevertheless food was served to the general public. The place was no longer called the Star Hotel as the people of the community now went to Barb's Rustic Inn.

Chuck's Rustic Inn - 1980 to 2005: Charles and Dorothy Bolme purchased the property and food was and is a main ingredient in the services provided at "Chuck's Rustic Inn". Chuck still owns the place today and he still serves what many call a Great Sandwich.

Third Location - Lorig de Restaurant - 1881 to 1886: Theodore Lorig saw the need for a good restaurant and in 1880 the shingle was hung for all to see. Not much is known about the restaurant except it burned in the fire of 1886. The name is interesting, perhaps this is a little of the French influence derived from the Lorig name. The restaurant was located on the lot south from where the old barber shop stood.

Fourth Location - The "Dewdrop Inn" Restaurant - 1892 to 1923: The Dewdrop Inn was located at the west end of the Distelhorst Building on the lot just north of Fuzzy's Bar. Fred Distelhorst built what I call the grandest commercial building ever erected in Dorchester in 1892. The first story had four business; a general mercantile, a millinery Shop, a saloon and restaurant. The restaurant was either operated by the owner of the building or leased out to different individuals during the 31 years that it was in operation. The building burned down during the big fire of May 1, 1923.

Fifth Location - The Dorchester House - 1895 to 1905: The Dorchester House was the third boarding house in town and of the three, this facility had the best location. John Burger purchased the lot and erected a large two story building. Its size and purpose were very similar to the other two boarding houses in town. Meals were served to the weary travelers who stopped while en route to places beyond the boundaries of Dorchester. John and Minnie Burger operated the boarding house and restaurant for ten years.

1905 to 1910: James and Minnie Sedlack purchased the property and operated the business for the next 5 years. James and Minnie were the grandparents of that dynamic fellow we all know as Bob Sedlack.

1910 to 1911: Henry and Mary Martens purchased the Dorchester House and operated the business for 18 months or there about. Henry I believe is the brother of Fred Martens who operated a saloon and was the father of Gladys McCarron.

1911 to 1914: Nickolas and Bertha Ludovic purchased the Dorchester House in 1911 and in 1914 Nic died leaving Mrs. Ludovic alone to operate the business. It was too much for her and in October of 1914; she traded her beloved rooming house, saloon and restaurant to Vincent Wuest of Medford for his general mercantile store.

1914 to 1915: Vincent and Emelia Wuest purchased the property and three months later on January 29, 1915; the Dorchester House burned to the ground. Vincent immediately put plans into the mix to build a more sturdy structure that would accommodate the needs of the business.

The Block Hotel - 1915 to 1931: Vincent Wuest (the maternal grandfather of Donald Seidel) erected a cement block building of substantial size to house the new hotel, saloon and restaurant. By mid 1915 the structure was ready and the grand opening was held and ever since that time it has been known as the Block Hotel. Prohibition came into play and serving meals was even more important to the production of revenue and the Wuests were known to accommodate large groups for sit down meals for parties and other events.

1931 to 1942: In 1931, the Block Hotel and restaurant was leased by Mary Baehr (mother of Sue Tessmer) for 11 years until 1942. In 1933, Prohibition was repealed and the saloon portion of the business was taken over by Roman Wuest, son of Vincent. Mary was a good business manager and with prohibition repealed, things were going in the right direction. Mary departed in 1942 and the property which was owned by Joseph Griedel was operated by him until 1946.

1946 to 1950: James Johnson purchased the property for \$2900 and operated the business for four years.

1950 to 1954: Alvin Karan purchased the property for \$9000 and continued to rent out rooms by the day, week or month, sell alcoholic drinks and serve delicious restaurant meals until 1954.

1954 to 1968: Richard and Cecelia Schattl purchased the property in 1954 and they became well known for their delicious Friday night fish fries and of course served meals at all times of the day or night and groups were accommodated by special reservation.

1968 to 1977: Ron and Alice Gieseke operated the business for about ten years with noon lunches and weekend restaurant meals the specialties of the house.

1977 to 1978: Don Seidel (the grandson of Vincent Wuest) and his wife Bea purchased the property and operated the business; including the restaurant but after a year, it was decided that the saloon environment may not be the best place to raise children and so it was sold to John and Shirley Howett on August 15, 1978. This would be the last time that the term restaurant could be applied to this establishment.

Sixth Location - Mrs. Marlow's Restaurant - 1906 to 1908: A newspaper article from July 1, 1906 states that Mrs. Marlow's Restaurant is now open for business and that it is located in the Kramer Building. It is believed that the Kramer Building was located on Lot 4 Block 14 directly south across the street from St. Louis Church. The advertisement goes on to say that she offers fresh fruit, cigars, tobacco, fancy and staple groceries and meals are served at all hours along with Home Bakery Items. Mrs. Marlow would of been the mother-in-law of George Rau's Aunt Vina (Malchow) Marlow.

Seventh Location - Allen's Restaurant - 1909 to 1911: Another restaurant was located on lot 6 Block 14 as a newspaper ad reads "L.M. Allen Restaurant - Bake Shop - Cigars - Etc." We are located next to LeClaire's Hall. Research shows that the restaurant was located in the residence occupied at a later time by Gene Skerbeck. The east side of the first story was set up as a commercial space and this is where the Allen Restaurant was located. The east part of the Draxler Four-Plex now occupies this space.

Eighth Location - Weydt's Restaurant -1910 to 1912: Harry D. Weydt opened a restaurant and confectionary store next door (north) to Haeuser's Boarding House and Restaurant. The store will have a Bakery Shop and Ice Cream Parlor plus a soda fountain. Taken from a April 8, 1910 newspaper article.

Ninth Location - Zastrow's Restaurant - 1910 to 1914: Mary Zastrow advertises that she has fresh bakery items at her restaurant and to come and try them out. Her restaurant was located in the Kayhart Building (where Frank Feldbruegge now lives).

1914 to 1916 - Bassler's Restaurant: Mary sold the restaurant to George Bassler on January 9, 1914 and he called it "The Delicatessen Store". He also installed a ice

cream parlor and in June of 1914 after much success George turned half the building into a Jewelry Store as Dorchester had lost their old time jeweler (Wm Chamness). George also specialized in oysters; all kinds of oysters and he served his favorite oyster stew. His standing guarantee was that every oyster he served would be fresh.

1916 to 1919 - Olson's Restaurant: George Bassler sold the restaurant and ice cream parlor to M'J. Olson in August 1916.

Tenth Location - Driscoll's Restaurant - 1912 to 1915: Lucy Tabor sold the West 25 feet of Lot 1 to William and Amanda Driscoll on November 30, 1912 for \$1000. This site is located at the site of Dorchester's Well Number Two (west of Jean Goessel's house). The building where this restaurant was located is the old general mercantile store erected by the Birthe and Johanna Benson in 1875 and located right next to the alley.

The Driscolls place an ad in the paper that said; "We have opened our restaurant in the former Herald Building - We have on hand a full line of high class Christmas Candies - Figs - Nuts - Cigars and Tobacco and a fresh new stock of groceries - We also have in connection with the above mentioned goods a first class lunch counter where a hot lunch or a meal can be had at low price. This ad came from a December, 1912 newspaper article. Amanda Driscoll sold the West 25 feet of Lot 1 to Ole Paulson on July 9, 1915 who then moved the building in March 1916 to South Front Street where it became Herman Kronschnabl's residence and the United States Post Office.

The "Star Restaurant" - 1915 to 1916: The Driscoll's leased the building and the new restaurant was open for business on September 10, 1915. The newspaper ad said that Troxel and Pool were the new proprietors. The restaurant would also serve ice cream and hot meals at all hours. A full supply of cigars, tobacco, confectionery and canned goods were also available for sale.

Eleventh Location - J.H. Chariton Restaurant - 1927 to 1928: J.H. Chariton opened a new restaurant and confectionary in the small building located to the south of the G.N. Schultz Building (where the north part of Pinter's Packing Plant now stands) on March 18, 1927. G.N. Schultz had purchased the building from Otto Sauter who operated the livery stable just to the south and west of the G.N. Schultz Store in 1909 and moved it to this location at that time.

The G.N. Schultz Restaurant - 1928 to 1929: At the time of the 1929 fire, Mrs. G.N. Schultz was operating a restaurant at the location where the Evans Harness Shop had been located in earlier years and where the Chariton Restaurant had been just recently. The Schultz's had leased their mercantile store to Rutzky and Mr. Schultz also had a large store in Colby. Mrs. Schultz opened her restaurant in 1928 and she called it "The Blue and White Eat Shop". Taken from a 1928 newspaper article. No other information is available at this time.

Twelfth Location - Premeau's Eat Shop - 1935 to 1936: After the passing of Albert Premeau, Alice converted the Grocery Store in 1935 to a eat shop serving roast chicken on Saturdays and Jaeger's Bakery Goods with beer on tap to wash down all that good food. The business was sold to Andrew and Amanda Kaiser in 1936 who continued with the business and converted the business into a full time saloon.

Fuzzy's Bar - 1989 to 2006: Melvin (Fuzzy) Mohan purchased Lot 2 Block 3 on May 10, 1988 and immediately the word went out if you want a nice big, tasty burger; go to Fuzzy's. Fuzzy has been serving food ever since and he has a strong following from people employed in the community.

Thirteenth Location - J. & L. Pizza - 1986 to 1988: John Wnuk opened up a pizza place (in July of 1986 and he stayed with the business until October 1988) in the east end of the building that now houses the Laundromat. The scheme never went over very well and the business was closed two years after its opening.

Fourteenth Location - The Village View Café - 1997 to 1999: Dorchester's Business Park was expanding and the good news came that Beverly Peterson and Diane Faude would erect a new building and open up "The Village View Café". While there was always someplace to get a bite to eat, mainly at one of the pubs in town; this would be the first full fledged restaurant operating within the village limits since Mary Baehr departed from the Block Hotel in 1942. The restaurant was closed during the year of 1999.

The Dairyland Café - 2000 to 2006: In the year 2000, the Village View Café was purchased by Bill and Jeri Schmidt who changed the name to "The Dairyland Café". In 2003, the inside was made over with new paint on the walls and decorations hanging here and there. As mentioned at the beginning of this chapter, restaurants come and go quite frequently, however that is not likely to happen with Bill and Geri Schmidt at the helm for let me tell you, this ship is heading in the right direction. Many favorable comments can be heard out on the street about the quality and quantity of the food served at their place of business. The restaurant is considered to be very successful and we hope will be with us for many years to come.

Fifteen Location - Boozer's Restaurant - Bar and Bowling Alley - 2001 to 2006: Pam Geiger took over the operation of the Dorchester Memorial Hall which is now called Boozer's. Pam from the very beginning started serving food, experimenting with different types of sandwiches and today pizzas and sandwiches can be ordered at anytime; while fish fries and a special very tasty type of seasoned deep fried potatoes are served on Friday nights.