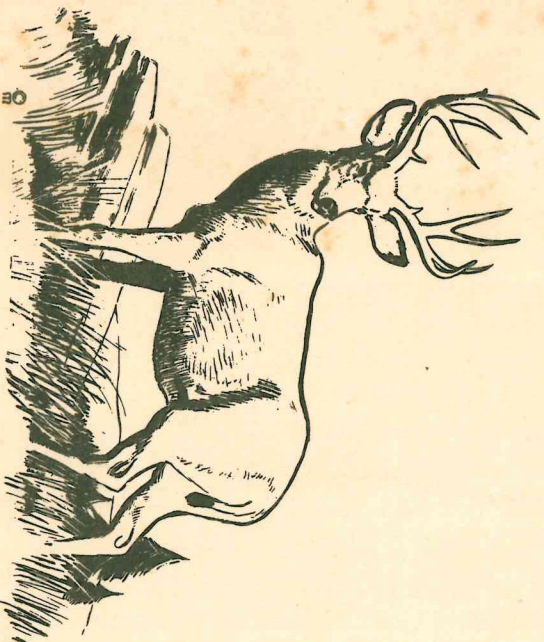


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*The Early Foundation
and Development of
Waupaca County, Wisconsin*

by
Paul D. Plovman



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The Early Foundation and Development of Waupaca County, Wisconsin

by
Paul D. Plowman

In writing about the Early Foundation and Development of Waupaca County, Wisconsin, the writer was inspired to a considerable extent by a deep personal interest. That interest extended beyond the possible scholastic credit to be derived and was largely accounted for by the fact that he was reared in Waupaca County and had spent a considerable portion of his life there. It was there that a common and also high school education were acquired and later, as a teacher he was a member of the faculty in one of her leading high schools. Being the first man to register for military service from the town of Waupaca, he was proud to serve his country, Wisconsin, and Waupaca County in that great conflict which called so many to the rescue of far distant and war torn France. Naturally so many associations composed a strong and lasting tie which bound him to the place of his boyhood.

From a historical point of view, Waupaca County contributed much valuable history and it has been, indeed, a great personal pleasure to prepare and present this topic. The information was gathered from many sources. The early pioneers made valuable contributions to a large two volume History of Waupaca County recently edited by Ware.

Some had written individual histories or kept diaries of the principal events of their lives as early settlers and pioneers. The newspapers started at the time of the first settlements contained numerous authentic accounts of settlements, institutions, social and political organizations, as well as accounts of people prominent in the development and growth of the county. Much first hand information and data were received from the early settlers themselves, among which were my grandparents. While it was not the printer's intention to play up his own family history in this connection, yet, he felt that a few interesting facts briefly told would add to the pleasure of this work and make this introduction more complete.

My grandfather came from England at the age of seventeen and lived in Ohio State for five years after which he returned to his native land where he spent a year. He returned to America in 1858 and went into the newly opened 'Indian Country' in Wisconsin known as Waupaca, the Indian words for which were 'Waubuck Seba' meaning 'Tomorrow River' or 'Pale Water'. Here he acquired land and became a prosperous farmer and prominent horseman. His love for horses led him, upon his last trip to England, to import a splendid Suffolk stallion. The horse, a pretty chestnut color, was one of the finest

of its kind ever owned in the county. His liking for race horses induced him to own several good ones. As the owner of the first horse team in the country, he engaged in the very important business of teaming and was one of the early freighters hauling supplies to the settlement stores from the older base centers. For several years he hauled freight from Berlin to Waupaca and from Gills Landing on the Wolf River to Weyauwega, Waupaca and Stevens Point.

My grandmother was born at Racine, Wisconsin. Her parents came from England and her father was one of the early settlers in the Town of Lind, Waupaca County, which he named after the famous singer, Jenny Lind.

My mother's parents came from Vermont State and were descendants of Eastern English Pioneers, some of whom had fought in the Revolutionary War and the War of 1812. Grandfather was a miller by trade and worked at different times, in several of the early grist mills of the county. He and his brother, Reuben, were well known as woodsmen and guides for surveying parties where their abilities in speaking three different Indian languages quite fluently were valuable assets during the troublesome Indian outbreaks of the early days. Grandmother was once secretary of one of the early Grange Societies. For many years 'Uncle Reub' carried mail from Stevens Point to Wausau using a canoe on the Wisconsin River in summer and traveling on snow shoes in winter. Later as a guide for a surveying party in Northern Wisconsin, he shot a monstrous eagle, measuring 'over eighteen feet from tip to tip,' and the event suggested to the surveyors a name for the stream along whose banks they were working. The stream and a city nearby still bear the name, Eagle River.

No doubt, my readers might be interested in other accounts but I shall now write of some of the many valuable historical facts of Waupaca's Early Development. May as much pleasure be found in reading this topic as the writer has found in preparing it.

Waupaca County, with its 483,840 acres of productive soil, twenty two progressive townships and fourteen incorporated cities and villages, lies in the northwest of a 'grand diagonal groove' extending across Wisconsin from the northern end of Lake Michigan to the valley of the Mississippi. 'Along that groove, which naturally became a highway for the historical explorers, missionaries, travelers, and adventurers of Interior America, also swept the earlier riches of the fur peltry toward French and English Canada, and the later wealth of the northern forests both toward the East and the budding Northwest.' The Fox River Valley extending from Green Bay to Portage and the Wisconsin River Valley from Portage to Prairie du Chien was the often travelled route taken by the explorers who made the most of nature's water routes. For many years the Wolf River Valley, so much larger in extent than the Fox, was unexplored and the Fox was developed and furnished the older settlements and bases of supplies for the newer settlements and logging camps along the Wolf. Oshokosh on Lake Winnebago and Strong's Landing, later named Berlin, were the two principal supply bases and Oshokosh later became the distributing center for all mail bound for the settlements.

Waupaca County, located in the Wolf River Valley forty miles northwest of Oshkosh, owes much to the natural waterways for her early settlement and development. The Wolf River with its branches, Waupaca and Little Wolf, was the great natural high way

to the 'Indian Lands' from which Waupaca County was carved. A few brief remarks taken from the History and Biography of the Wolf River, written by C. F. Carr, editor of the New London Press will serve to explain the importance of this river.

'The good people of Waupaca County have never forgiven nature for the round-about-way in which she laid the course of the Wolf River, dug the more direct route to the Mississippi by way of the Fox, and planted those Indians in the waterway of travel which fastened the more familiar name on the lesser and more sluggish stream, endowing it with an undeserved dignity.' Many people contend that the Wolf River does not terminate upon flowing into Lake Poygen but is properly the table stream which pours into Lake Winnebago from the Northwest, and then with a mighty rush proceeds on its way north ward to the Great Lakes and terminates upon flowing into Green Bay. To be geographically correct the small insignificant branch from the southwest termed the Fox empties into the Wolf. The Wolf River is over 300 miles long, but in a straight line from head to mouth is 112 miles. Its source is a Forest County lakelet 150 miles northwest of Green Bay. It drains the southern portion of Forest County, nearly half of Langlade, Shawano, Waupaca, Outagamie, except one small portion, and a large portion of both Winnebago and Oconto counties. By the original survey it is declared navigable for boats 120 miles, or from Lake Poygen to Shawano. Steam boats go as far as New London while smaller motor boats and pleasure craft may continue to Shawano in those seasons when the stream is not filled with great log drives'. For still one may find quite important drives of pine and hemlock (oak, basswood, birch, ash, and elm are also cut) although the railroads have competed so strongly for the river traffic that scarcely any remains. For many years, the Wolf was the great commercial highway of this section of the state. All the freight and passenger traffic was on the river. Perhaps its most important use was that of the transportation of logs and lumber. Now it is important for its beautiful scenery, waterpower, and the pleasure afforded the many fishermen who seek its waters for white bass, pickerel, sturgeon, and many other varieties.

The first steam boat to test the waters of the Wolf was the Black Hawk in 1843 followed by many others as the settlements increased and regular trips to Oshkosh and the older bases were needed. The river which bore the Indian name 'Muk-wan-wish-to-guan,' the accent on the first and third, and half accent on the last syllable, meaning 'Bear's head,' was later changed by the pioneers to the Wolf.

'It may be said of the river itself, like the wild roaming tribes which peopled its banks fifty years ago, civilization is responsible for its undoings. The wild forests which spread for miles and miles on either side, caught and held the drippings of snows and the refreshing rains of spring. Within spongy mosses which blanketed the earth; slowly throughout the summer, were distilled the waters from rippling springs and these filling the numerous brooks and streams, feeders of the main river; maintained a uniform volume of flowage throughout the summer. With the disappearance of the forests and mosses, the rains, having no holding grounds, are now carried rapidly to the river which quickly rises in the early part of the season. Later in the season a scarcity follows which reduces the Wolf to the dimensions of a small river. The story of life and commerce on the Wolf is unwritten. To the few participants who yet

remain it is but a pleasant memory. The boats themselves have disappeared, leaving only a mind picture. The captains, the mates, the clerks, the engineers, and the men of other stations have likewise gone. The future for the river is only for small pleasure craft!

The primitive people of this region were, as far as we know, such powerful tribes as the Foxes, Winnebagoes, and Menominees, hemmed in by the Chippewas on the northeast and the Sioux on the northwest. 'Within the bounds of Waupaca County the most striking remains of prehistoric life, represented by mounds and their contents are found on the shores of the chain of lakes southwest of Waupaca. Also they are found in the valley of the Wolf River in the vicinity of New London and Northport; and along the Embarrass River in the northeastern part of the county, as well as the shores of White and Partridge Lakes, in the southern sections, have, been scenes of primitive activities extending into the memories of men and women still living'. Under the title of 'Ancient or Prehistoric Waupaca' Mr. F.M. Benedict, a local student of Archaeological matters, writes, 'One and one half miles west of this city are the ruins of an ancient town which we term Ancient Waupaca, just as the Indian occupancy of the present site may be termed Medieval Waupaca, and the present city, Modern Waupaca.' Indications are present of a once populous city. There are altar mounds; mounds for cremation; burial mounds, where the dead were almost hermetically sealed in a little mound of cement made of marl and sand before the earth was piled above all, and which have done their work of preservation so well that an entire skeleton was disinterred from one; mounds and pits that formed the foundations of dwellings; and monuments of earth of various forms erected probably to the memory of some persons or events of importance. One of these lies with head and arms in Mound Grove near Mr. D. Taylor's house, the body extended E.N.E for sixty rods. It would be a costly memorial to rear today, with our teams and appliances for grading; and even though the bison may have 'bowed his maned shoulder to the yoke' to aid in its building, it must have required a long time and much labor to rear it. Still others, of round or oval form, have head, tail, and four arms or legs. There is a series of oblong forms; here, a row of pits'. Bits of broken ornamented pottery, flint, stone and copper implements. Rev. F. S. Dayton of New London, one of the most enthusiastic archaeologists of Waupaca County, who has explored virtually every acre of her soil which promises to render anything interesting or instructive in that line, has made valuable collections of relics and implements, plotted the locations of Ancient camps and villages and collected some very valuable data on the history of various tribes. Many and wonderful are his discoveries in connection with these prehistoric peoples.

The Menominee tribe is the one which occupied the Waupaca Region in later years, and it was with them that the government made treaties in 1831 and 1836 to secure large tracts of land. The treaty of 1848 purchased the land now included in Waupaca County but the Menominees did not move to their reservation beyond the Mississippi as was agreed. Obstacles arose and they were allowed to remain in Wisconsin and occupy reservations in Shawano and Oconto counties. They moved to the Keshena Reservation in Shawano County in 1852.

After the Indian titles in northern Wisconsin had been cleared in

the late '50s, no great tide of immigration to these Indian lands was made until the '60s. After the close of the Civil War, pioneers came in large numbers. The passage of the Homestead Law of 1862 enabled an actual settler to obtain 160 acres of Government land for a cash outlay of only \$18, or about 11 cents an acre. The close of the lower Mississippi during the War interrupted the established steam boat commerce and new railroads became prominent in the development of the newer regions. The railroads' lands were put on the market at a cheap rate and with the co-operation of eastern steamship lines, many immigrants were induced to come to Wisconsin and settle on the wild lands. These came from north Germany, Denmark, Norway, and Sweden. A few came from France, Australia, England, Ireland, and Scotland. All of these were joined at New York by a considerable number of people from the New England and Middle Atlantic states. They followed two principal routes to Wisconsin. The large majority went by way of the Great Lakes, and landed at Green Bay, Milwaukee, Racine, Sheboygan, and other lake ports. The others went by railroad.

Before this great wave of population came to Wisconsin and Waupaca County bringing as actual settlers immigrants from Germany and the Scandinavian countries, principally, the settlers were mostly squatters. Those who had acquired legal ownership received it from Government Warrants, or Patents issued to soldiers of the Mexican War or others deserving of recognition for Government Service. During the '50's, pre-emption claims were filed in large numbers and these were later bought at the Great Land Sales conducted by the Government Land Office at Menasha, as fast as the lands could be surveyed and placed on the market. The land agent would notify the settlers when their section of the new country was to be auctioned off and they often met and elected delegates to go down and bid in the descriptions which they had settled and improved. Most of the Waupaca region was surveyed in the '50s after Wisconsin had been admitted into statehood.

In order to preserve law and order and to prevent 'claim jumping' the settlers organized 'Claim League Clubs'. According to their regulations, each settler might claim 40 acres more than the quarter section the law allowed him and if anyone jumped his claim, it was the duty of each member to assist in clubbing the 'jumper' of the claim. At Plainfield a 'jumper' murdered the rightful owner and his angry neighbors surrounded his house, captured and hung him. Fear of the law led the members to disband their clubs. Another interesting account is told of a jumper on a claim near Fremont who refused to 'get off.' His neighbors, using a log as a battering ram, knocked down the door and scared the fellow so much that he fled to the tall timber and was never seen again.

The Land Law of 1820, which provided for the surveying of the public lands and auction sales to dispose of it, controlled Wisconsin. As a direct outcome, much squatting was done and after improvements had been made the holders bought it at the auction or, later, received it for \$1.25 per acre. As the white man's frontier advanced, the Indians became more troublesome and the U. S. Government established a line of forts for protection. Fort Howard at Green Bay, Fort Winnebago at Portage and Prairie du Chien were the principal ones. Even after Treaties had been made, certain lands given up by the Indians for reservations, money and supplies, there were still outbreaks during which lone settlers and small groups of pioneers

suffered. The old pioneers relate how it was often necessary to lock the doors of their shanties and take their families into the nearest town to spend the nights. They never knew when they might return home to find their building in ashes or their cattle, horses, and other farm animals driven off by the Indians. In the many fights which were constantly accusing settlers and their families as well as a great many Indians were killed. Several times white children were stolen by the Indians. In April, 1850, a boy named Partridge, three years of age, was playing near his father, who was making sugar in the woods. The boy disappeared and was believed to have been stolen by the Indians. In the fall of 1857 a party of Indians camping near Waupaca had in their midst a boy who excited the suspicions of the white settlers. After many futile efforts, Mr. Dana Dewey succeeded in capturing the boy. He was accompanied by twenty-two other prominent men. Explanations to the Indians did no good and finally two of the men gained admittance to the tent where the boy was kept, overpowered the squaw and carried off the child. It was found that he had been tarred, greased, smoked had had the corners of his mouth cut back about one-sixteenth of an inch, and also been branded twice on the breast with a hot horseshoe. He also had the scar on his foot by which his parents identified him. Fear of War caused the settlers to send to Fond du Lac County for an interpreter. On account of difficulties in identification (the Indian squaw claimed the scar on the foot was the result of a burn which occurred while the boy, her child, was in her care) the boy was given up to the Indians. In February, Mr. Partridge, through the Indian Agent and a Writ of habeas corpus had the case shifted to the U.S. Commission at Oshkosh. The long jury trial gave the boy back to his parents until a final decision was handed down and the father was placed under \$2,000 bond to produce the child when the court so commanded. Mr. Partridge moved to Illinois, taking his son with him. There, an Indian agent tried to steal the boy but was unsuccessful and soon afterwards the Partridge family moved to Indiana where they were never again molested and developments proved that their identification was correct.

Two of the most prominent of the early local historians were J. Wakefield and Dana Dewey who have contributed in their books and notes many interesting facts about the early organization of Waupaca, both judicially and politically, origin of some prominent names and accounts of first pioneers and principal events. Waupaca County, as it was left after the eastern and western towns had been clipped away and become parts of Outagamie and Portage Counties, contained twenty-two townships, was 30 miles long from north to south and 24 miles wide from east to west except the northern tier of towns which by the addition of the town of Matteson, formerly in Shawano County, on the east, made it 6 miles wider. The arrangement of the towns were as follows:

Harrison, Wyoming, Dupont, Larrabee, Matteson
Iola, Helvetia, Union, Bear Creek
Scandinavia, St. Lawrence, Little Wolf, Lebanon
Farmington, Waupaca, Royalton, Mukwa
Dayton, Lind, Weyauwega, Fremont, Caledonia

On the north, Waupaca County is bounded by Shawano, on the west by Portage, on the south by Waushara and Winnebago, and on the east by Outagamie. The Waupaca Region was finally surrendered by the Indians to the U.S. Government in 1852. The government had made one survey four years earlier when Theodore Conkey made a survey of the towns lying east of the Wolf River. The same year, Samuel Ferrin surveyed Weyauwega, Mukwa, Royalton, Little Wolf, Union, Lebanon, and Bear

Creek in the order named. A.V. Balch surveyed Larrabee, Dupont, and Helvetia in 1850-53. This whole territory was at first named the Town of Waupaca. At the beginning the Town was divided into two sections each of which wanted to capture the county seat. The division line started at the north line of the county, ran south on the town line between Helvetia and Dupont and Union, south between St. Lawrence and Little Wolf, then east between Little Wolf and Royalton to the middle section line running south of Weyauwega, then west to Lind, then south taking in a strip of Lind about one and one-half miles wide to Fremont. This last town was left on the west side which wished Waupaca for a county seat. The eastern section wanted Mukwa, located on the Wolf, as their county seat. A political battle then started which lasted a few years and finally ended by Waupaca remaining the county seat. That settlement and union of the two sections occurred in 1854. That same year, the county was divided into towns as it now is with the exception of Matteson, which was attached to Shawano. Four towns range 15, east of the Wolf had been taken from Waupaca by Outagamie when she became a county in 1850. The towns in range 10, now in Portage County, voted to join Waupaca but interested political crooks stole the ballot box and ended their efforts. Waupaca County was joined for judicial purposes to Winnebago County in 1848 and remained so until it became a new county by an act of 1851. The election held within the county that spring resulted in a vote of 80 to 20 in favor of Waupaca for county seat and named the following officers: S.T. Ware, County Judge; David Scott, Chairman; John Phelps and Tyler Caldwell, Side Supervisors; James Smiley, Register of Deeds; Charles Gumaer, Clerk of Court, J.M. Vaughan, Sheriff; and J.B. Rubbard, Constable. The first member of the State Legislature was David Scott, 1854, and the first State Senator, E.L. Browne, in 1860.

According to all early publications as well as more recent histories, the first settler in the County was Alpheus Hicks, who settled permanently at Fremont in 1843, nine years before the region embracing the county was ceded to the state by the Menominees. A small band of Menominees had their camp near White Lake, Town of Royalton, about this time or a few years before and from the name of their chief "Wey-Au-We-Ga", the town and settlement to the south was afterwards named. Thanks to the Archeological enterprise of Dr. Gliss of Royalton, the skull of Chief Wey-Au-We-Ga now reposes in the archives of the Smithsonian Institute at Washington D.C. Between Weyauwega and Waupaca, settlements were made in 1849 by W. B. Hibbard, Joseph Hibbard, E.C. Sessions, Dana Dewey, Capt. David Scott, Judge S.T. Ware, W.B. Cooper, C. Dow, Col. Chandler, and J. M. Vaughn. The first entry of government land in Waupaca city limits was made Sept. 7, 1852. The first newspaper, the "Waupaca Spirit", was started the same year by Redfield Brothers. Mary Hibbard, daughter of Joseph Hibbard, born at Waupaca, May 23, 1852 was the first white child born in the county. The first preacher, Rev. Silas Miller, a Methodist Circuit included Waupaca, Lind and Mukwa, preached his first sermon at the home of J.M. Vaughn. The first lawyer to locate was Wm. G. Cooper, 1844. Rev. Cutting March, the old and respected missionary who endured so many hardships in his devotion to his people and of whom many excellent records of service have been written and related, was the first physician to locate permanently in the county, coming to Waupaca in 1851. The first grist mill was started at Waupaca by W.C. Lord and Wilson Holt in 1851 but to Robert Palfrey belongs the credit of having the first mill completed and doing

business. His mill was located at Palfreyville, town of Dayton. The first church (Methodist) was built in 1853. The first school house was built in 1853. The first school was taught by Miss Dora Thompson (later known as Mrs. LeGro). Mr. S. W. Chandler began the first school ever taught in Waupaca County at the Chandler Settlement four miles southeast of Waupaca. School began on the 5th of June and lasted for three months. Twenty scholars from the age of 5 to 17 years were enrolled. For his services, the teacher received \$2. per week and boarded himself. In part payment, he accepted winter wheat at \$2 per bushel, pigs at \$1. 50 apiece, and some he never got.

Silas Miller built the first saw mill in 1850. Captain David Scott was the first postmaster. The first route was from Green Bay but was soon changed to Oshkosh as that place was more convenient to reach. The first house at Waupaca was built in 1849. Thus Waupaca was substantially started in the years from 1849 to 1855.

The early settlers were greatly hampered by lack of finances with which to develop the land, make improvements, and pay off their debts. Nearly everyone had gone into debt giving chattel mortgages on cattle and other possessions. For a long time no money was in circulation and trade was carried on by barter. Mr. T.M. Hyde in his account of "Roads and Oxen" p. 81, volume 1 of the History of Waupaca, relates the difficulties of hauling loads through the deep rutted and muddy roads to New London. A Mr. Henry Folkman who took a load of salt there in his two wheeled ox cart, "Exchanged it for such provisions as he could obtain, there being no money in circulation". Whenever a new settler came in, his neighbors would turn out the help to build his log house; cutting logs, hauling them together with ox teams and covering the roof with bark or stakes (long shingles split from cedar or pine trees and fastened to the roof by laying on poles which were joined to each end, there being no nails used in the whole house). Logging bees for the purpose of clearing land were also common. Those pioneers were noted for their generosity in helping one another in the rough, hard work necessary in getting a start. Logging bees, cornhuskings, raisings, and so forth became the dates for pioneer social gatherings. While the men worked, the women prepared the meal which usually consisted of potatoes, fired pork, baked beans, bread and tea. After supper, the parlor would be cleared of wooden benches and other furniture, and to the tune of an old violin it would be "honor to your partner, join hands and circle to the left". Thus a great deal of valuable service was donated to each newcomer and in those days of hard times, this service was very much appreciated.

Often the land auctions took all the money which the settlers brought with them to the new region. An account is related that at the time of the lot sale of Waupaca, nearly every man in town had bought his limit so that when the court house square was put up for sale, no one could raise \$2.50 with which to buy it. Judge Wheeler, who conducted the sale, was authorized by Congress to transfer the land, so he gave it to the village or town for a public park.

Provisions were priced as follows at Strong's Landing (later - 1850 - named Berlin, Green Lake County, Wisconsin): Flour sold for \$1.25 per hundred. At Ripon it cost \$.70 per hundred but roads were too poor to allow teamsters to haul from there. Brown sugar, \$1 per 18 lbs., loaf sugar \$1 per 16 lbs., \$1 for 5 lbs. good tea; \$3 for a good pair of boots; 4 to 5 cents per yard for calico; 10 cents per hard for gingham; a suit of clothes \$10.; potatoes 38 cents per bushel and pork 12 cents per pound. It became necessary to create

money for use in trade and carrying on business. Postage stamps were used for small change, shinplasters (so called because of their size) were made in denominations down to 3 cents. Local banks issued notes which readily passed as money within the district but which declined in value father away and sometimes became worthless and would not be accepted. The Green Back issued by Congress during the Civil War helped to supply paper money. Gold and silver money went out of circulation as also did the U.S. copper coins, and the Green Backs took their places. When the Southern States seceded, many of the banks interested in the lumbering operations of northern Wisconsin, and whose notes were largely based upon southern securities, collapsed completely and put a stop to business. One man who lumbered on the Embarrass River, a few miles below the mouth of the Pigeon, after his winter's work, ran his logs to Oshkosh where he could get \$2.50 a thousand for them. He sold part for that price and took \$750 back to New London to pay his men. When he arrived, there was less than \$100 he could use, the balance being on broken banks that had shortly failed. Thus provisions, labor, and land were cheap but the scarcity of money was keenly felt in those early days. For a long time the nearest bank was at Oshkosh but as settlements increased it became necessary to have banks within the county. The Bank of New London and the City Bank of R.N. Roberts & Co. at Waupaca were the first to be founded. A clipping from last week's (May 7, 1920) New London Republican gives the following facts about the history and growth of the bank: "Bank of New London to change ownership. Stock in an organization being formed to take over the institution has been disposed of to local parties. Shares are held by about twenty five stockholders. An important business deal which involved the sale of the Bank of New London, one of the oldest business institutions in the city has been made public this week. It has been known for some time that the owner, Mr. A. H. Pape was desirous of retiring and that the property could be purchased. Recently local parties became interested and an option was secured on the property. Subscriptions for stock were quickly disposed of and the bank will be under new management after May 20th when final transfer of papers will have been made cut. About twenty five stockholders, all local people, are interested. The Board of Directors decided upon will be composed of J.G. Hilderbrand, M. Gallea, Wm. Monske, E. W. Wendlandt, and M. C. Trayser. No selection has yet been made for the position of cashier."

"The bank building occupies one of the best business corners in the city. It not only has the distinction of being the first bank established in this city but also the oldest state bank in Waupaca County. It was established in 1872 by Bingham and Perrin. Later sold to Messrs. Murray & Klysser who conducted it as a private bank. Mr. A.H. Pape bought Mr. Klepser's interest in 1886 and shortly after became sole owner. Charter for a state bank was again granted Mr. Pape in 1903. He has been engaged in its management for 35 years".

The City Bank of R. N. Roberts & Company founded in 1884 at Waupaca is typical of the early private institutions doing a banking business. It was changed in 1890 to the National Bank of Waupaca and since 1907 has been called the Old National Bank. Another similar institution was founded at Weyauwega by the Feed & Gumaer Company. The reorganized institution is now called the Farmers & Merchants Bank. At Clintonville a banking institution known as the Bank of Clintonville was founded in 1884. It still exists as the First National Bank.

As the settlements increased, means of transportation and commun-

ication needed to be improved. The Indian trails needed to be changed to passable roads in order that supplies could be hauled to the early settlement stores and the U.S. mail could be more easily distributed. Gills Landing, about 3 1/2 miles east of Weyauwega on the Wolf River at the south of the Waupaca, became a lively place. Steamboats docked and discharged freight and passengers. Either travelers or goods could be taken by small boats up to Wilcox's place on the Waupaca River and from there taken by teams. In the summer of 1853 Messrs. Gill, Weed, Birdsall and others raised money by subscription and built a plank road across the lowlands from Weyauwega to Gills Landing. After this road was built, passengers and freight which had formerly reached Plover and Stevens Point by way of Berlin and Portage City commenced to use the Gills Landing route. Stage coaches were run from Gills Landing to Stevens Point over what was the first State Road in the county. In the early 70s, the landing and Plank road were killed by the Wisconsin Central Railroad which connected Oshkosh, Neenah-Menasha, Gills Landing, Weyauwega, Waupaca and Stevens Point in a great through line between Chicago, Milwaukee, St. Paul, Minneapolis, Ashland and Duluth. A branch line was extended south from Stevens Point to Portage City. Thus that whole section of the county was opened to development. In 1861 before the Wisconsin Central Railroad was built, a railroad called Oshkosh, Fremont and Wausaw Line was started and although towns along the way subscribed money, it was but partially graded as far as Waupaca and then stopped probably because of lack of funds.

Other routes of importance were the Stevens Point Plank Road from New London, the Berlin Road to Waupaca, which was built by the co-operation of pioneers from both places, and the New London-Clintonville Road. The Green Bay & Minnesota Railroad reached New London in 1871 thus making that place the first to be reached by a railroad. That company originated as the Green Bay and Lake Pepin Line, the construction of which started on the east line of the Oneida Indian Reservation in 1869. The first through train from Green Bay to Winona was run in December 1873. Later the company was organized as the Green Bay, Winona & St. Paul and now it is the Green Bay & Western in Waupaca County it passes through New London, Northport, Royalton, Manawa, Ogdensburg and Scandinavia, branch lines connect with Iola to the north and Waupaca on the south.

A year after the first train reached New London, the first locomotive entered Waupaca on the Wisconsin Central Line. That road lasted until 1909 when the Soo Line (Minneapolis, St. Paul and Sault Ste. Marie Railroad) obtained a ninety nine year lease. The Soo Line is controlled by the Canadian Pacific.

Along the eastern side of Waupaca County is the Ashland Division of the Chicago & Northwestern Railroad which connects New London, Clintonville, Marion and Embarrass. This road was formerly the Milwaukee Lake Shore & Western Railroad which started from Milwaukee in the early '70's and connected, Sheboygan and Manitowoc. It reached Appleton in 1876 and then extended to Eland Junction and then to Wausau and later to Ashland.

The excessive freight rates of many of the early railroads lead to the organization of the settlers to secure more favorable rates. These organizations were known as Granges and the movement which was common throughout that portion of the U.S. was called Granger. Many Granges were scattered throughout Waupaca County and that they were successful in many places was related by a woman who at one

time was secretary of a Grange located four miles east of Waupaca. Co-operative buying of supplies was practiced and resulted in much economy and better railroad service. The Grange was conducted much like a modern lodge. Members were initiated and paid their dues in "shinplasters". This combination of social and business purposes made the organization much stronger than it otherwise would have been.

The coming of the railroads brought a new period of growth and development to Waupaca County. Settlements and population increased rapidly as the railroad lands were sold to settlers and agriculture began to replace lumbering as the leading industry. The story of Modern Waupaca County will not be included in this Theses but will be left for others to relate.

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