

The First Inhabitants

The earliest inhabitants of the St. Cloud area were Indians. Indians have occupied this area for approximately 10,000 years. The Indians started occupation sometime after the last glacier retreated which may have once covered this area with thousands of feet of ice. The Village of St. Cloud lies along an old well traveled thoroughfare the Indians used that went from Goutermout's Bay in the Town of Taycheedah to the headwaters of the Sheboygan River. This was an important portage and waterway that linked Lake Winnebago to Lake Michigan. The Winnebago Tribe was located in our area about the time the first white settlers arrived according to Capuchin historian Celestine Bittle. Along the north bank of the Sheboygan river just west of the village and south of the sewage lagoons was an area of six oval mounds, one turtle effigy mound, two large garden bed areas and three cache pits. Dr. A. Gerard located this site in 1906 and reported that he found evidence of an Indian village on the south side of the river. This area is near a fishing spot on the river locals called the "Deep Hole". Several of the mounds had been opened and a human skeleton was said to have been removed. This area was said to have been used later by settlers as picnic grounds. Local residents have found many Indian artifacts laying on the bare ground in this area over the years. Up until the 1970's there was evidence of the burial ground. There is no evidence of this site any longer.

Early Settlers

Our area of the township was surveyed in 1834 and 1835 by federal land surveyors from the General Land Office, an agency of the Federal Treasury Department. Charles F. V. King, J. Brink, and J. H. Mullett surveyed the section lines in the St Cloud area at that time. Wisconsin joined the Union as the 30th state on May 29, 1848. The earliest account of eastern Fond du Lac County and western Sheboygan County can be found in abstracts of early land transactions. 160 acres of land in section 25 of the Town of Marshfield was granted to Hugh Nelson for military service. A surveyor, John Bannister, bought this on December 5, 1848 and he received a "patent" as owner on January 3, 1851. That is why the description of every lot in the village starts the abstract with John Bannister. Bannister was a promoter of a railroad line from Sheboygan to the Mississippi River and was interested in having a station located here. He lived in Sheboygan and was active in railroad and highway building. He purchased this quarter section (160 acres) for the location of a railway station, sidetrack and other railroad facilities. He sold the entire quarter section, except the proposed railroad layout to Henry Tallant on March 17, 1859. On June 27, 1862 Tallant sold it to Rudolph Ebert for \$700. On July 3, 1862 Ebert sold it to Henry Moersch for \$800. Moersch sold a right-of-way through the quarter section to the railroad on November 21, 1868 for a nominal sum of one dollar. Moersch then had the east half or 80 acres surveyed as a village. All deeds after March 15, 1869 are given by Henry Moersch to the buyer of the village property.

The village was surveyed with streets, blocks and lots and a right-of-way for the Sheboygan and Fond du Lac railroad. On March 15, 1869 Moersch received a certificate for the correctness of his survey. When Moersch's brother visited the area during this time, he said the lay of the land reminded him of the French bishop seat St. Claude on the Bienne River in France. His brother suggested the village be named St. Claude. The railroad timetable schedule used the English name of St Cloud in 1869. Moersch built a gristmill south of the right-of-way near the main street. It was one of the first substantial buildings in the newly laid out village and was made of limestone. Other tradesmen followed. By the time the railroad was completed in 1870, there was a general store, blacksmith shop, saw mill, gristmill, wagon maker shop and one or two taverns. Locations for a church, hotel and public school were in the planning stages.

The people who settled here in the 1850's had to undergo many hardships. The pioneers shared with each other and many things were bought, sold and traded, such as wagons oxen and plows. One of the first settlers, Johann Dreifuerst came by ox cart in 1855. He had first arrived in New York in 1852 and lived there before coming to Wisconsin. As many other German settlers, he came first to New York and worked in the East, and learned the English language to study for US citizenship. He settled on 80 acres in the Town of Russell in 1855 with his wife and two children. During the next ten years many more German immigrants settled in the St Cloud area.

The development of the community was slow, with farming on a small scale such as one cow, a few chickens, maybe some pigs and one or two dogs. The average villager owned more than one lot and some owned an entire block. Most homes were one and a half story with a nearby cow barn and hayloft. The homes had only the bare necessities for furnishings; a cast iron cook stove, large wood burning heater, wooden table, chairs and benches. The women wore calico dresses and the men wore blue denim work clothes. Men wore cloth suits on Sunday, which cost about five dollars.

The settlers on the farms located outside the village often moved to the village when they aged. The second generation of these first settlers came to be prominent business people of St Cloud. Some of the early businesses were; Nicholas Lanzer, Charles Resimus General Store, Rudolph Goeb shoemaker, Burkard and Marvell Goeb stone masons, Baltus Pickart blacksmith, Johann and Joseph Schmitt carriage builders, Franz Timm saddler, Lorenz and Joseph Zengraf stone masons, Andrew Darnieder's store, Hochrein's tavern, Nick Meyer's tavern, Braun's store, J. H. Coolidge's store, Northwestern Hotel, Central House, Goeddertz's tavern.

Land was cleared for farming, huge trees had to be cut down during the winter, and the soil was worked

roughly in the spring, the seeds were spread between the tree stumps and stones to be harvested in fall. The endless forest had a rich game population of all kinds to provide meat for whoever owned a rifle. In spite of all the hardships, the people were cheerful, ready to help each other. Wheat was a principle crop in the pioneer days providing bread to the table. To the north were Benedict and Heinrich Wehner, George Achter, Adrian Dreifuerst, Johann Dreifuerst, Valentin Keller, Wilhelm Bergs, Stephen Zieher, August Klinzing, Johann Limberg, Johann Schmitt, Peter Mertes, and Johann Pauly. In the south worked Johann Eiring, Johann Bittner, August Neder, Nicholas Klinzing, Johann Entringer, Peter Render, Mathias Leon, Peter Burg, and Johann Hochrein.

Some other early settler names were Baus, Bittner, Dietz, Keach, Keller, Voelker, Wolf, Ewald, Mihm, Enders, Feldner, Will, Kane, Pieper, Beitzer, Lorge, Goebel, Sattler, Juergens, Reuder, Hoffman, Steffes, Hursh, Yamler, Berens, Hinderlang, and Moeller.

When the new century of 1900 started, the pioneer days were thought to be at an end. The second generation had taken over and the quality of living was getting better. Homes were improved, yards showed pride. Horses were in fine shape, covered buggies came into general use and the roads were improved.

The Old River Bridge

Landowners thought the coming of the railroad would bring value to the area so home construction was started in earnest. Trees were cut down, land cleared, roads laid out and leveled by dragging a log over them with a yoke of oxen. The culverts for the bridges were made of wooden planks three inches thick sawn at the Clark and Thorp sawmill. The Sheboygan River was first bridged with logs fastened together and floated on the river. A frame bridge covered by planks replaced the floating bridge.

In the late 1890's or early 1900's a nine arch stone bridge 14' x 146' was designed and built by Alphons Halter, a Swiss immigrant mason from Mt Calvary who was born in 1858 and died in 1934. Halter was a stowaway at age 14 on a ship from Europe. He was an indentured servant and learned the mason trade. Halter also built the Dotyville church. He is buried at Holy Cross Cemetery in Mt Calvary. Also helping him was Fintan Schaub of Swiss descent, and John P. Schmitz. Fintan Schaub was an excellent yodeler. When he was working on the Mt Calvary church steeple his yodeling could be heard for a long distance. Fintan Schaub was a great story teller and led a very interesting life and eventually dedicated his life to helping the Capuchin Fathers at a Cheyenne Indian mission in Montana after a close call with death in an auto accident. Fintan died in 1966 and is buried with the Capuchins at Mt Calvary.

During the big flood of 1924 Gottlieb Klinzing, who lived on the farm that is just southeast of the bridge, was hauling milk. The water was over the top of the bridge, Klinzing was swept down the river. The water reached the foot of South Street in the village. A new bridge was built across Highway "G" in 1926 by John Fisher at a cost of \$11,114. John (Jack) Baus was on the county board sometime after that, the board considered removing the stone arch bridge, but fortunately did not.

Clark and Thorp's Sawmill and the Lumber Business

When F. Clark and Thorp (the streets adjacent to the sawmill are named after them) bought the four-acre parcel in the center of the village on April 2, 1869 for fifty dollars from Henry Moersch and Michael Blonien, they built a sawmill and lumberyard to supply all building needs. They produced ship lumber, wagon lumber, broom handles, bed slats, bent bob runners, and cutter stuff as listed on their picture advertisement. A railroad spur was built into the yard as indicated by the 1893 village map. The sawmill burned around 1881, the lumberyard was kept there for a period of time after that.

A lumberyard was started on West Railroad Avenue with lumber piled between the street and the railroad track all the way to the tile factory. William D. Scott and Company managed the lumber business and had an office in a building that was once used by the Wisconsin Dairy Company during the World's Fair at Chicago in 1893. This building was used as a cream station to furnish cream for the exposition. This building was at first near the depot, then moved close to the beet dump on the north side of Railroad Avenue. Scott left St. Cloud in 1901 to operate a lumberyard in Glenbeulah. August F. Moeller bought the lumberyard and built sheds to put some of the lumber under cover on the south side of the car track. Moeller also owned the Braun building (northwest corner of Main and Railroad Avenue) he stored lumber in this building that was used for finish work. He also had an office in that building. Moeller managed the lumberyard until about 1925, when he sold it to Robert W. Keach. Keach put all of the lumber under cover with room for lime and cement. An office was added. All building supplies could be bought at this location. On January 1, 1946 Keach sold the lumberyard to Erwin Eiring after Eiring came home from the war as a German prisoner of war. Eiring later formed a partnership with the Lefeber Brothers carpenters and was known as Lefeber and Eiring. The existing location is now occupied by D.R. Kohlman's heating and air conditioning business.

The Railroad

The Sheboygan and Fond du Lac Railroad (later Chicago and Northwestern Railroad) operated the line from Fond du Lac to Sheboygan for eighty-three years (from 1870 to 1952) and provided service to the village. Silas M. Barrett, the superintendent of the railroad, advertised for men to cut trees for the railroad right-of-way in 1868 to Gordon's Mill. St. Cloud was known as Gordon's Mill at that time. Barrett owned all of block 6 and named

the adjoining Barrett Street after himself. Gordon Street gets its name from Gordon's Mill. Two crews cut down trees, one on each side of the right-of-way, dropping trees north and south. Hand work and horse team work was done first, then the contractor with the machinery did their work. A 100 foot long pile and frame railroad bridge crossed the Sheboygan River just east of the village. It appears the railroad bed was built from east to west through the St. Cloud area. Gravel and fill was excavated from a pit near the west end of Railroad Avenue to fill the swamp and lay rail for half a mile to Round Lake (Pauly's Lake now). Then additional fill was excavated out of an area known now as "Rock Canyon" to fill in the swamp another mile and a half to high land nearing Calvary Station. An elevated water tank driven by a windmill supplied water for the steam locomotives. The depot had a freight room and telegraph office. A small stockyard was attached to ship livestock. Trains carried cattle, freight, lumber, coal, mail, sugar beets, produce, supplies, passengers, and the latest news. The elderly men of the village made it a habit to be on time for the trains to discuss the latest news with arriving passengers.

The Menominee River Sugar Company built a sugar beet dump here in 1921. During WWI farmers raising sugar beets were allowed extra sugar. Before the dump was built, beets were shoveled into railroad cars by hand and the farmer received about \$6 per ton. With the new dump, the beets were hauled in by area farmers and dumped into the hoist and raised up on to a railroad car. The beets would fall over a grate, which would remove much of the dirt. The farmers had to take this dirt along back home with them. Sugar beets provided a cash crop for the area farmers. The beets were shipped via rail to Menominee, Michigan for processing. The factory was located too far north and was too large for the amount of beets coming in making it marginally successful. Factories were acquired in 1924 in Menominee Falls and Green Bay Wisconsin, the beets were likely shipped there after that time. The Menominee River Sugar Company closed its doors in 1955. The sugar beet dump was located along West Railroad Avenue on the north side of the tracks. The last remnants of the foundation of this structure were removed recently.

The cost to travel on the train was two cents per mile. Later this was raised to two and a half cents. Three cents was the price per mile towards the final years of the railroad. Three minutes before the train would leave the station; the announcer would call out the stops, which varied from train to train. The stops of a train leaving from Fond du Lac might be called out, "train leaving for Taycheedah, Peebles, Malone, Calvary, St Cloud, Glenbeulah, Plymouth and Sheboygan, leaves on track two in three minutes". The people going to one of these towns would go to the platform to board the train while the conductor helped them with baggage. "All aboard" was the signal to proceed. A short time before the train got to the village; the conductor would call out "St Cloud, St Cloud". In 1921 the railroad time table arrivals were 11:00 AM and 5:35 PM East, 8:00 AM and 3:10 PM West. A freight and telegraph agent was located in the depot.

There was one fatal accident, which occurred in 1902. Gertrude Hennes' cow was walking on the tracks. When Mrs. Hennes attempted to remove the cow, she was struck by an oncoming passenger train and killed. The cow was unharmed.

The brutal Wisconsin winter caused difficulties for the trains. Every year huge snowdrifts would cover the tracks. This caused havoc with the schedule. A snowplow was used to ram its way through the drifts. It took several tries before the tracks were clear. The biggest problems occurred where the track was cut through a hill. On one occasion two locomotives with a snow plow tried to clear out a cut near Hull's Crossing which is 2-1/2 miles east of St Cloud. There was a board fence on each side of the right-of-way the length of the cut. This fence had a top board you could sit on. Quite a few teenagers from the Hull's Crossing area were enjoying the snow plowing show sitting on the fence. The locomotives backed up for a quarter mile and rammed the frozen icy snow at a good speed. It flung the snow quite a distance and cleared the kids the full length of the fence. They crawled out of the snow and ice and ran home.

The freight business was very good. Barley was an important crop for a decade or two. The barley was used for malting purposes. Dairy farming and the main cash crop, sugar beets, replaced this business however. The last years of the railroad branch in this area saw fewer trains stopping. The trains that did stop carried freight mainly. Trucks took over the shipping of light freight. With the improvement of the roads, automobiles and trucks were found to be faster and more convenient. The last train was captured on video by Erwin Eiring. It was a diesel locomotive on December 29, 1952. On September 2, 1953 the rails were removed in the village. The right-of-way was sold to adjacent landowners.

Catholic Church and Parochial School

The early settlers of St Cloud who wanted to go to Catholic church had to go to Mt Calvary. The route was only a trail in heavy forest. During the summer, the vegetation would obscure parts of the eight mile trail and make it difficult to make the trip. The small log church at Mt Calvary could be seen for miles from the hilltops though. They had to cross the Sheboygan River on a few logs spanned over the river which was a challenge during high waters. The churchgoers would start early on Sunday morning going in a westerly direction along side hills to go as level as possible. Along the way more people would join them. The people of St Cloud decided they needed their own church. F. Clark, an important man and non-catholic, promoted a Protestant church here. This plan appeared to be a threat to the Catholics as it would attract a large number of Protestants to the settlement. St Joseph's (early 1860's) and Mt Calvary (1849) Catholic parishes were already established. John Pauly called a meeting at Jacob Schoenborn's house with 28 German families attending and formed the parish and elected Pauly as president in fall of 1869. A four acre parcel was donated by Henry Moersch. In the winter of 1869 Julius

Topp from the Town of Forest started construction of the church which was wooden and built from material sawed by Clark's sawmill in the center of town (Jim Sippel's house). The church was 60' x 36' x 22' high and cost \$2500. The roof was supported by 8 pillars of butternut. It had a tower 75' high with a bell in it which could be heard for miles. It could seat 200 people and 50 in the choir. This church was built without the authorization of the bishop. There was no priest appointed by the bishop to take charge. A collection of 46 signatures and the deed were sent along to the bishop by a delegation to Milwaukee requesting a priest. The bishop, John Martin Henni, was in Rome at the time, so the delegation attempted to give the deed to the property to the Vicar General of the diocese. He refused it telling them they had to wait until the return of the Bishop. That happened on August 4, 1870. Later that year the bishop returned to Milwaukee and approved the new church after some misgivings. They still did not have a resident pastor, priests from Johnsbury and St Anna served the new parish via horse and buggy. The church was dedicated on February 5, 1871 by Father Kaiser of Johnsbury.

Here is an account of the dedication of the first church building from the Sheboygan Times on February 11, 1871 sent to me by Michael Petrie. The article is filled with "Yankee" prejudices against Catholics and their use of Latin and German, their poverty, and a bias against the Fond du Lac newspaper:

St Cloud Items—St Cloud, Feb 5, 1871

"As Sub Rosa appears to be anxious to have a sprinkle from the Cloud, we once more undertake the task, as it has been a day of sprinkling here today. The new Catholic Church and people were sprinkled within and without, and it (the church) was dedicated to – well I do not know what. Addresses were delivered in both English and German to all the house could hold. The alleys (aisles) were crowded with unlucky ones that could not obtain seats. The congregation consisted of all classes, sects, and ages. The little cannon cast or born in 1860 called "Old Abe" was there and spake, together with anvils and other powder speakers. The Church and grounds were duly decorated with evergreens, and the streets were literally alive with human forms, and so was the places of amusement and entertainment. The proprietors of the taverns, saloons, and stores reaped a rich reward in supplying the wants for the hungry, thirst, and naked, and probably handled more greenbacks than in any week since the place came into existence, which is saying a good deal, for business lively here, notwithstanding the professed ignorance of its whereabouts and good qualities by Messrs. Commonwealth and followers. The military was out in full uniform today, and the police were at their respective stations; in a word, everything passed off harmoniously."

The rectory was built in 1871 and a one room school was also built. The school was first operated under the direction of lay teachers Matthias Durban and Alexander Deiler. In 1875 the Sisters of St Agnes took charge of the school. There was one teaching nun and one housekeeper. Sister M. Engelberta was the first teacher of 35

pupils. A new church 45' x 105' with a high altar was built in 1905 by Hutter Construction of Fond du Lac at a cost of \$19,499. It is unknown what was done with the old church building. It is known that Thomas Wolf removed the steeple in 1906. The old church stood just south of the new church while it was under construction. A new brick school was built in 1911 also by Hutter. In 1913 there were over 100 pupils enrolled. The old wooden school building was sold to A R Klinzing and moved to block 8 lot 6 where the John Wolf blacksmith shop stood (post office parking lot). The Sister's convent was built in 1921. Sisters Mary Engelberta and Philomena were listed in 1880. In 1920 there were Sisters Mary Beatrice and Mary Paul, In 1930 Sisters Agatha, Clarice, Esther, Lilia, Tharsilla. Father Stephen Zohlen was the first resident diocesan priest assigned to the parish on June 29, 1922. In 1923 the present rectory was built. The old small rectory was used as a garage. Zohlen acquired an additional 5-1/4 acres for the new cemetery. He added a parish kitchen to the school basement. At that time plans had been completed to start high school classes, but Zohlen thought a commercial course would be a better choice. It was discontinued in one year. Father Zohlen retired in June 1951 and died in 1961. Father Stoffel succeeded him from June 1951 to October 1969. The church interior was given a new marble altar, stained glass windows, wood carved statues and station of the cross, gold leaf and paint during 1958 to 1960 in accordance with Vatican conformity. The school was consolidated in July 1969 with Mt Calvary Marytown, Johnsburg, and St Anna parishes due to the shortage of teaching nuns. The school is called CPES (Consolidated Parochial Elementary School) and was 40 years old in 2009. It is the longest running consolidated school system in the archdiocese of Milwaukee.

The stone grotto was built between 1924 and 1930 by Bill Baumann and Christ Iserloth.

Wagon Makers and Blacksmiths

Wagon makers and blacksmiths were essential trades in the early days. All tools and implements were hand made. Ground breaking tools had to be very strong to break the sod for the first time ever. Timber was plentiful and of excellent quality, such as oak with often twenty feet of clear grain that could be split in a straight line from one end to the other which was used in wagon making. All pieces were hand cut and bored. The blacksmiths often worked in the same shops with the wagon makers in the village, as they were often dependent upon each other. Anything that was needed made of iron could be made in the village shop.

The blacksmiths made their own charcoal by setting up cordwood of a certain type in a cone shape with a hollow space under the center. They would then fill this space with dry wood. Then a coat of clay was shaped around the cone with an opening on top. An opening was left in the mantle below so a fire could be started. After a certain period of time both openings were closed to allow the wood to burn, but not to ash. Then the charcoal was ready to use by the blacksmiths for heating iron.

In 1864 or 1869 brothers John and Joseph Schmidt opened a wagon shop in the village and a little later Baltes Pickart opened a blacksmith shop nearby. These three men worked together for a number of years.

George Clifton also built a wagon and blacksmith shop on Main Street (this was on a lot where today is a parking area for the north side of Salchert Meats lot - block 4 lot 1). In 1874 he sold it to Charles A Goesling. Goesling built a plow that he invented. A wooden beam was used that he had cut in the sawmill. He molded the steel moldboard, landside, and plow points. Owners that followed were William Diedrich in 1894, then Conrad Kramer in 1889. Conrad Kramer did carriage and wagon work. Conrad did blacksmithing in the village for about 30 years. Alvin Kramer took over in 1936, then Emil F. Dreifuerst used the building as a warehouse and garage.

John Wolf was a wagon maker and blacksmith. Wolf was listed as a wagon maker from 1876 to 1909 in the business directory. He was born February 12, 1853 in Peebles and died February 1, 1909. He was married to Sabina Hinderlang. They had 13 children. In 1933 a newspaper article did a story on Mrs. Wolf, she was the oldest settler alive at the time at age 76. The location of the shop was on block 8 lot 6, the new post office's parking lot.

August R. Klinzing (lived Feb 27, 1859-Mar 6, 1934) learned the trades from George Clifton uptown. When he was ready to go on his own he opened a blacksmith shop, wagon business, and also dealt in farm implements in the downtown area (location of present Post Office – block 8 lot 5). August was married to Katherine Hochrein. August's son John Gustav Klinzing helped him out at an early age. They did considerable repair business and sold farm wagons, farm implements, and light buggies for family travel and pleasure rides. When August died in 1934 John took over the business. John expanded the farm implement line and also went to farms to shoe horses. John's son Orville Klinzing (Obie) and Robert Butz had their plumbing supplies and office in this building at the end of this building's life.

Post Office

J H Coolidge had a general store on Main Street established in 1869 and was also the first postmaster appointed on August 10, 1869. He also was the Fond du Lac County clerk at one time. The mail was brought to St Cloud by a contracted man named Klein who went on foot from Marytown carrying letters in a cotton bag. He would empty the contents on the desk at the Coolidge store and take St Cloud letters back with him.

One story tells of an incident on one of Klein's deliveries. Joseph Dreifuerst Sr, an early settler, went to St Anna for a load of seed grain with a horse and light wagon. It was heavy for one horse with the rough roads. When Klein met Dreifuerst along the way he asked him for a ride to St Cloud. Dreifuerst said the load was already

heavy and did not want to add burden to the horse. Klein said “you won’t drive very far if you refuse me a ride”. Dreifuerst drove on a little ways when the horse suddenly stopped, coaxing would not help any. The mail carrier caught up again and said “Now will you give me a ride?” Dreifuerst consented and they reached their destination without any further delay. Dreifuerst later told people Klein had put a spell on his horse.

In 1904, Rural Free Delivery was started. The mail came in daily by train at 8:00 AM, 3:15PM from the east and 10:30 AM, 6:00 PM from the west except on Sundays. The mail was delivered to the general store where the post office was located and then sorted. Two rural routes known as routes 42 and 43 lead out of the village . The carriers in 1913 were Gottlieb Bittner and Sam Bittner. The village housed the post office in many buildings over the last 100 years.

Village Government and Incorporation March 4, 1909

In 1908 plans were made to have the village incorporated, which meant the people of the village could elect their own officials, and pass their own laws in accordance with state and federal laws. An election was held on Thursday March 4th, 1909 to determine if incorporation was wanted. Seventy-nine ballots were cast; forty-two “yes” and thirty-seven “no” were the results. This was a close bitterly fought election. The people against incorporation were afraid of increased taxes. March 4, 1909 is the official date of incorporation, the results were recorded the next day at the Fond du Lac County courthouse in 12M volume 3, pages 579-596. The first election of officers of the village was held on Tuesday April 6th, 1909. The first President was Peter Feldner, the first trustees were Andrew Darnieder (first undertaker also), John Entringer, Frank Leon, Val Baus, Joseph Hau, and Joseph Dreifuerst. Anton Dreifuerst was Supervisor, John Wehner Clerk, John Lisowe Jr Treasurer, Arnold Petrie Assessor, August Moeller and A.E. Kingston Justice of Peace, J.B. Helz Police Justice, August Klinzing Constable. Dr. A.J. Driessel was appointed Health Officer. Many meetings were held at the State Bank of St Cloud building and soon improvements were made. Street grades were established, concrete sidewalks were built, and hitching posts were erected. Horse traffic had to be regulated and nuisances were subject to the Constable’s rules. Residents that were found to be intoxicated too often were forbidden sale of liquor and their names were posted in the saloons by order of the village board. Automobiles appeared on the streets in 1910. New ordinances were placed into effect to guarantee the safety of the public. Some speeding violations are noted in the public records. In 1911 gasoline lights were placed on the streets. A village hall, firehouse, and jail were built in 1914 by Robert W. Keach at a cost of \$4375. The first board meeting at the new hall was held on Monday January 4, 1915. Electric light and power was extended to the village by the Milwaukee & Fox River Valley Railway Company from Glenbeulah in 1915. Street lights were purchased from Elkhart Lake Light & Power Company in 1916 at a cost of \$28.50 per month. Main Street was paved with concrete in 1925 by the Kopke Brothers of Appleton. Langdon Divers who lived to be over 100 years old wrote stories in the Fond du

Lac reporter, he mentioned that he was an inspector during the paving of Main Street in one of his articles.

Welfare was provided by the village for poor residents and tramps. Local merchants provided meat, groceries, fuel and were reimbursed by the village. Neighboring towns watched the progress of development with skepticism to see if the new village had set its sights too high. The village's slogan was "St Cloud, the City of Tomorrow" A new village hall and firehouse was built in 1994, the old structure was torn down.

Political Campaigns

Walter J. Kohler was Governor of Wisconsin from January 7, 1929 to January 5, 1931. He flew into St Cloud on a biplane and landed on Christ Lefeber's farm on the north side of the village on the east side of County G. There was a baseball field in this area at the time. This happened during a picnic held on Main Street. Some local village businessmen such as Ben Baus, Killian Butz, Herman Eiring, Ed Enders, and Emil Dreifuerst took the governor into the Idlewile for refreshments. This was recalled by Wilfred Schmitz.

Lu Giefer told me that when she was 6 years old living in Kohler, her parents, John Giefer and Alma Wolf went on a two week trip around the state campaigning for Walter Kohler Sr. Lu's grandmother, Sabina Wolf, came from St Cloud to stay with the kids. After a week had passed, Sabina (Hinderlang) Wolf could not stand it any longer with the modern conveniences such as an electric stove to deal with and wanted to go back home. So, on a Friday night her Uncle Thomas took the kids and Sabina back to St Cloud in an old touring car with leather side flaps that did not fit very well making for a very cold ride. She remembers the victory march when everyone in Kohler marched down to Kohler's house carrying torches. Lu said Kohler was a terrific man. She remembers Mr. Kohler riding his horse past her house and that he would always stop in and talk to her father.

The Northwestern House & Idlewile

One of the first business places built in the village was a hotel planned and constructed by Nick Lanzer on Main Street (the present site of the Idlewile). The railroad track crew reached St Cloud in spring of 1868 coming east from Sheboygan. A hotel was considered a good investment to shelter the salesmen, businessmen and other travelers riding the rails. The hotel was built at this time. It was a large building and was operated on the European plan. There was a wooden sidewalk along Main Street with a saloon in the center of the building.

The east wing of the building had its long end along Main Street and was two stories. This wing's ground floor housed the hotel family, and guests. The second story had a dance hall which could seat 70 people, such as at a wedding dinner.

Elizabeth Lanzer sold the property to John Messner on May 7, 1869. There is no record of Nick Lanzer in the abstract of the property. Messner was married to Magdalene Hinderlang. Messner named the building "Northwestern Hotel". An icehouse and a livery barn were added to accommodate the traveling public's horses. When salesman came to the village via the railroad they would rent a rig or hire a driver to take them and their wares around to other communities. Messner operated the hotel for 21 years. He sold his establishment to Mr. and Mrs. John Dietz Sr. on April 16, 1890. The Dietzes made a number of improvements and conducted a thriving business serving traveling salespeople. Dietz retired as hotelkeeper after 17 years. On November 16, 1907 he sold the property to his son-in-law and daughter, Mr. and Mrs. Benedict Baus, Sr. Dietz died November 9, 1917 at the age of 65. The hotel was sold again in 1913 to Casper "Cap" Eiring. Casper was married to Maria Feldner. Casper and Maria were joined a year later in partnership with Maria's brother Ben Feldner. Maria died of heat stroke while canning vegetables in the summer of 1914 at the hotel. Ben Feldner ran an ad in 1920 for soft drinks and chili served at all hours. The hotel was sold again to Mr. and Mrs. Joseph Walgenbach on January 25, 1915. They operated it for seven years.

Mr. and Mrs. Ed Enders acquired the hotel on April 29, 1922. The building was now fifty-four years old. The building was torn down and a new building was erected in its place. When the structure was completed and opened for business, the newspaper gave the following description; "Mr. and Mrs. Enders set themselves a monument in the stately Hotel Idlewile, and are proudly recognized by their fellow citizens of St. Cloud and is a pleasing sight to strangers. They will not pass without noticing the building, but better yet, the loaded tables of home cooking and bakery with tasteful arrangement and pleasing surroundings, make a meal doubly delicious and make our mouths water, by just recalling it in our minds".

The old Northwestern Hotel had been operated on the European plan with the rate covering only the price of a room. The Idlewile was run on the American plan, which included lodging and meals. The new hotel was opened near the 50th anniversary of the settling of St Cloud with the coming of the railroad. A large celebration was held at this time. Many families and clubs enjoyed this banquet arranged by the hostess of the Idlewile.

The Enders stopped managing the Idlewile in 1944. They had operated the hotel for twenty-two years. The Idlewile had "duck pin" bowling alleys installed in it. The following years saw many proprietors of the establishment such as Tetzlaff and MacArthur. In the 1960's on a Friday night you could order 50 cents worth of fish and fries and you would get a delicious heaping plate of food from Lucy MacArthur. The present owners, Dave and Brenda Panko, have reopened the place as a restaurant and bar under the Idlewile Inn name. Very little renovation work had to be done in the dining room and bar because of the timeless beauty of the interior with its

many paned windows, black and white tile floor, dramatic staircase, and wood finished back bar.

Opera House & Cabaret

On the northeast corner of Main and Clark Streets (block 2 lot 1 present Cabaret location) there was a three story furniture store. On Jan 20, 1915 this building burned down in the night. The owner, A. E. Stuht, had taken the afternoon train out of town and was not there when it burned. Arson was suspected. John Baus remembered this big fire. Stuht was also an undertaker at the time. It was common for furniture store operators to also be undertakers. These early undertakers had no license to practice.

Several of the buildings in the village had halls that were used as gathering places for weddings and other celebrations. As the buildings aged, they were condemned and could no longer be used. Ed Enders built the Opera House on this site and opened it on February 18, 1916. Ed advertised in the business directories from 1917 to 1922 that he was in the moving picture business. The hall was the largest and best equipped in the area and was a showplace for the village. It had a balcony all around the inside. On opening day, a special passenger train brought a trainload of Fond du Lac people to enjoy an evening in a modern dance hall. After the dance they returned to Fond du Lac via the same train. Mrs. Enders was well known for her chicken dinners on dance nights served at the Idlewile Hotel, which they also owned at this time. She did not tolerate any troublemakers in the hall. She would throw them out if they caused problems. In addition to dances, movies were also shown, featuring cowboy legends such as Tom Mix and Buffalo Bill as remembered by John Baus. Enders retired in 1950 and sold the Opera House to the American Legion. They operated it for several years until it was sold and renamed The Golden Key. It is presently operated as the Cabaret Supper Club & Hall by Paul and Ginger Stephanie.

Edwin Sippel Garage and Feldner Chevrolet

The property that formerly had the Central House hotel on it stood idle for six years. A lot was sold off this property facing Railroad Avenue to John Lisowe Sr. for a home. A Feldner (first name unknown) built a garage on the main property in 1916. It was managed by several mechanics during the following years. Edwin F. Sippel was one of the owners. According to a business directory, Sippel was in business from about 1919 to 1928. There is a picture of him where he is standing in front of the garage which appears to be taken in the 1920's. Sippel was a dealer in the Elcar automobile which was built in Elkhart Indiana. Joseph Ausloos purchased the property on April 25, 1940 and later sold it to Ambrose (Speed) Feldner.

Speed Feldner had been repairing cars, welding, and pumping Standard Oil gasoline since he was 16 years old in 1934 at the garage he rented. In 1940 the labor rate he charged was 50 cents per hour. There were three gas

pumps with the property line running between the second and third pumps. When a customer would pull up, Feldner and the owner of the third pump would run out and try to persuade the customer to buy his gas. The competitor eventually sold out to Feldner. Speed sold his first Chevrolet before he was 21 years old to Henry Keller for \$645 before he could sign a contract with Chevrolet. Speed signed the contract with Chevrolet on March 6, 1939. He was very possibly one of Chevrolet's youngest dealers. In 1940 he purchased the garage on the site to augment the service station. He later built an addition to join the two buildings together. During World War II when parts were difficult to obtain he used his welding skills to keep cars running with home-made parts. New cars were not available to dealers during the war years. He received two in 1942 and then no more until 1946. From 1947 to 1956 Ferguson farm tractors and implements were sold and serviced at the dealership. He and a partner did all of the service work. He remembered overhauling five tractor engines in one day. Feldner decided to get out of the agricultural business when the machinery became too large. Feldner also began selling Mercury outboard engines in 1947. The garage was expanded in 1957 and a salesman was hired. At that time 500 to 600 cars were sold each year for a few years. In 1963 a new car showroom was added. Feldner was the largest employer in the village at the time. Around 1990 he employed 22 people. Feldner also served as fire chief from 1947 to 1981.

Peter Entringer Automobile Dealer

Another garage, 40' x 80' of galvanized sheeting and cement blocks, (just south of Kohlman Hardware store) was located on block 8, lot 4 owned by Peter Entringer in 1911. The Peter Entringer Co. was the first automobile dealer in the village with a salesroom and garage providing service for the Halladay and Krit cars he sold. The Halladay automobile was built from 1905 to 1922. The Krit Motor Car Co bore a swastika on the radiator emblem and was produced from 1909 to 1916. This was before the Nazis adopted it as their insignia in 1920. Before 1920 the swastika presented a positive image. Entringer stayed in business until 1919.

Keach Meat Market & Salchert's

William Keach started the first meat market in the village in 1885. In his first year he had the meat market in the basement of the Braun building which was located on the northwest corner of Main Street and Railroad Avenue until his new building on the north side of Clark Street was complete. The slaughterhouse was on 40 acres he owned on the west edge of the village. This slaughterhouse is no longer standing, just a foundation remains. Keach lived in a house on Clark Street. There was an icehouse north of the market to store ice for his products. A large horse barn for a team of horses was built along with a wagon shed for several wagons. There were wagons used for buying calves and wagons for delivering meat. Livestock was bought and shipped to the stockyards in Chicago from the local railroad station in the village.

After Keach retired from the meat business, John Dietz Sr. operated a meat market in the Northwestern Hotel for several years. In 1905 Dietz built a new market of cement block across the street (the present Salchert's Meats location). Dietz went in partnership with his son John Jr. and had a prosperous business. In 1907 John Jr. took over his father's share and also built an icehouse to the rear of the meat market. The icehouse was filled with ice cut from the Sheboygan River or Pauly's Lake. The ice was cut by hand with an ice saw or a horse and saw rig, loaded onto a sled and hauled by a team of horses into town to the icehouse. A crew of men packed the ice in tightly but left a space near the wall to fill with sawdust. The top was covered with a heavy layer of sawdust. The sawdust insulated the ice and allowed it to keep through the following summer. The ice was used in the meat market and was also sold by weight to the public for their iceboxes. On March 28, 1912 John Dietz Jr. went in partnership with John A. Braun. Braun soon bought out Dietz. Braun dealt in fresh and salted meats. Dietz moved to North Dakota. Braun operated the market until March 2, 1928 when he sold to Jacob and John Salchert. Jacob worked a south route and John's son Elmer the north route selling meat. The Salchert's built a slaughterhouse south of the village in 1939. After John's and Jacob's deaths in 1943 and 1944, Elmer and Jacob's son Ambrose continued the business. The icehouse was torn down in 1944. Elmer eventually took solo ownership and added groceries in 1951 and sold them for a few years. The market has been in Salchert ownership since then except for a few years.

There was another meat market with a smoke house on the Julian Steffes farm. It was owned by Clarence Keach. Anton Hoffman was the next owner around 1909 dealing in fresh and salt meats. He also bought and sold livestock. Hoffman is listed as a cattle dealer from about 1899 to 1930 in the business directory. I remember the slaughter house down the lane approximately 1000' east near the Sheboygan river in the late 1940's.

Carpentry

Carpentry was an important trade in the village since the pioneer days. Lumber was produced at the Clark and Thorp sawmill and was reasonably priced. It could be bought for ten dollars per thousand board feet, unplanned, mostly pine and free of knots.

Carpenters hewed timbers used for barn frames through late fall to early spring when a sawmill was not available. If a sawmill was available, the timbers were sawed during the winter, hauled and carefully piled near the barn to be built. When portable sawmills became available, the timbers and boards were produced at the building site.

Some early carpenters before 1900 were Karl Smith, Marvell Goeb, R Herling, A Mertz, Valentin Ewald,

Steffan Goesser, Carl Neder, Ben Wehner, and John Will. With a few assistants they could build five or six barns, and several machine sheds each season. Houses were usually built in the fall. The carpenter crew would walk to the construction site early in the morning and worked a ten-hour day and walked home. The owner of the building being constructed usually had to furnish meals. From 1890 to 1910 many new barns replaced the first barns built by the pioneers. Bigger barns were needed for the larger farms and more animals kept in later years.

Some later carpenters after 1900 were F G Bartell, Joseph Schneider, Henry Schockmel, Mathias Leon, Stephen Lisowe, Peter Pauly, and Anton Pauly. Around the mid 1900's there was Peter Buechel, Roland Steffes, Christ Lefeber and Sons, and Paul Schumacher.

Rahr Elevator & Peoples Feed Exchange

Peter Braun was requested by the Rahr Malting Company of Manitowoc to build the Rahr Elevator (Peoples Feed Exchange most recently) on leased railroad property. It was built soon after the railroad was completed for buying barley for malting purposes. It was built of heavy frame construction similar to barn construction. The upper part was used to store grain. Horse power was first used to elevate the grain, and then a small gasoline engine took over in about 1895.

When the barley crops declined, local business people used the elevator for storage. Robert W. Keach used it for storing Portland cement, which he used in his trade as a masonry contractor and also in the manufacture of concrete building blocks. Keach ran an ad in 1920 for his mason work, Van Guilder hollow concrete walls, and colored stuccowork. Keach bought the building and put a new steel roof on it. Keach produced two different curved silo molds, regular concrete blocks and windowsills at his factory on Clark Street. John Baus said his father hauled sand from their farm to the block factory for about fifty cents a yard, delivered. Keach quit masonry contracting in 1917 and bought the lumberyard at that time as mentioned earlier. He used the elevator for storage and rented it out to others. The mill was then organized by area farmers and called the Equity for a period of time with William Schaefer, President and Tony Pauly, secretary as related to me by Antonia Sippel. William Schaefer eventually bought out the Equity. On September 20, 1945 John Baus bought the elevator and later formed a partnership with William Froehlich to form the Peoples Feed Exchange.

St. Cloud Flour Mill

The feed mill and grain elevator on the east side of Main Street and on the south side of the railroad tracks was said to have been built by Henry Moersch and was one of the first substantial buildings built. This mill had an adjoining sawmill and all were powered by a steam engine located under the mill. A lot was sold off in 1914 on the southwest corner for the Village Hall. Coal sheds were added because it was illegal to burn wood in steam

engines when threshing grain. Coal was the fuel of choice after several barns burned down when sparks got away. The steam engine was replaced with a gasoline engine around 1930 for the grinding. Electric motors were used for running the other machinery. Henry A Pieper is listed in the business directory as the operator of the mill from about 1885 to 1902, then Frank Schaefer about 1905 to 1910, then J Lisowe from 1911 to 1922. The mill was operated for a good part of the 20th century by Claude Dreifuerst and then his sons, Claude Jr, Roy, and Cletus. When the mill was running you could hear it throughout the village. The mill was torn down along with the village hall to make room for a new village hall and firehouse in the 1990's.

Saloons and Taverns

Immigrants mainly from Germany settled the village and beer drinking was an important social pastime. A story I heard many times was that St. Cloud was mentioned as the beer drinking capital of the world in a "Ripley's Believe It Or Not" article. The rumor stated that more beer was drunk per person in St. Cloud than any place in the world according to beer delivery records. However an inquiry to Ripley's produced nothing in their archives. I have been told recently that it was actually Walter Winchell in a 1948 nation-wide radio broadcast stating St Cloud residents had the highest per capita consumption of beer in the United States based on tax receipts. Beer was supplied from breweries in Mt. Calvary and Fond du Lac. These drinking establishments were called saloons in the 1800's and early 1900's. The term tavern came in use later. In the 1940's and 1950's children were sent to the taverns to fetch a Kessel or jug of beer. The cost was a dollar for a full gallon. It was common practice to pass around the Kessel to workers during the day to cool off. In the evening the jug would get passed around on the porch with family and friends. At this time there are approximately 100 licensed bartenders in the village!

George Wilhelms built a saloon on the southeast corner of Main Street and Barrett Street. This saloon burned along with Louis Cornelius's general store just south of it and also Rudolf Herrling's house (location unknown). The site was bought by John Hochrein Sr. who rebuilt the tavern in its present location and operated it there until 1894. The south part of this building served as a post office at one time. See the 1893 village map. Rasmus Iserloth took possession on March 13, 1946 as Peck's Tavern. This tavern is still in operation as Fat Boys.

Another saloon was located on the opposite side of Main Street on block 8 lot 1. It was built in 1875 by Franz Xavier Timm and enlarged in 1900 by Ben Wehner. Math Leon acquired it in 1911. Albert Forstner acquired this tavern in December 1943. This tavern has been converted in to a four-unit apartment building. I found a story related to this building in "The Boehnlein Family" written by Judy Schmitz. "It was a pleasant, warm summer's day in St. Cloud that year of 1925. Prohibition Days! We must have averaged thirteen years of age, these cousins of mine – Irvin (Specht) Leon and the neighboring farmer boys, the Dreifuerst's. We were pitching

horseshoes in front of Irvin's father's place, The Frank Leon Saloon. Anyway, an emergency call came from the saloon for a special job to be done. We were drafted. We wound up in the saloon basement. There on the wet, damp, natural sheath rock floor we gaily chattered as we worked, rewarded by scarce bottles of prized soda water. Our merriment was further heightened, later, by the addition of a fruit jar of whiskey smuggled in secretly by Specht. A jolly time! Oh, the work? We were bottling home brew! Busy little outlaws! Recalled by William (Tom) Boehnlein.

The tavern most recently called Captain Jack's was used for a variety of purposes over the years. It was used as a store, post office, ice cream parlor and a saloon. Arnold Petrie purchased the saloon near the turn of the century. It was called "Farmer's Home". When the Central House Hotel burned down in 1902, it was stated that the heroic effort of the St. Cloud Fire Department saved the Petrie's saloon as it was only twenty feet away from the burning building. A horse barn was located in the rear of the saloon lot where the customers could leave the horses to go shop, drink beer, or attend church. Ben Feldner was a later owner. It was operated as Happy's Tavern by Emil Feldner. Later named the Gravey Train, then Stumble Inn, and then Captain Jack's.

August R Klinzing built a saloon (block 11 lot 1 Max Franzen's apartments) in 1895 or 1896 who was also a blacksmith. John G. Klinzing was a later operator and expanded the building in 1940 for the resident operator. It was later operated by Edward Krebsbach, then Howard Krieg and by Orville Klinzing.

Another saloon was the building just north of the Idlewile, which was last used by Paul Ringeisen for a computer office. It appears there were at least seven taverns including the Idlewile and Cabaret.

Wood Working Shops

A broom handle factory was located east of the St. Cloud Flour Mill operated by Coolidge and Gilleland (or P. Lindemann?). This factory burned down and was not rebuilt. The workers relocated to other areas.

A stave factory was located north on Main Street near where the Shear Sensations building is located. Lawrence Kriedler was the proprietor and he made casks, barrels for pork and pickles, and cisterns for rain water. Kriedler was listed in the business directory in 1874-1876 as a cooper. Everyone needed his woodenwares at the time.

Max Ewald (location of these craftsmen unknown) built spinning wheels of birchwood. This was a necessary item for the settlers so they could spin wool and weave it until they could obtain and afford factory woven material. Another man made fancy walking canes from Hickory wood. Another man made ax handles, willow wash baskets, fancy market baskets, and baskets for farm use. Other items made were wooden molds, buckets,

and sap buckets for maple syrup gathering.

A. F. Klinzing Manufacturing Co

August F. Klinzing was an important innovator and inventor in the village. He was born in June 1886, a son of Ferdinand and Susan Klinzing. Records state that Klinzing Manufacturing Company started in 1898 which would have him only about 12 years old at the time. It is likely his father was involved in the early years of the business. His first manufacturing plant was located in a small stone building on the site of the present Weber's convenience store. In this building in 1906 he invented and patented his first manure carrier, the Klinzing Carrier. He forged all fittings and worked on an anvil to shape them. He also invented his stock watering fountains in this building. In 1907 he built a 30' x 70' cement block building located on block 11 lot 5 & 6 where he manufactured litter and feed carriers, steel stalls, stanchions and other barn equipment. He eventually invented and patented at least 15 other agriculture items and 2 burial urns. In a 1913 news story, Klinzing stated he had over 500 dealers in Wisconsin alone handling his products. He also stated he shipped product all over the country.

In 1913 some New Holstein business men saw the possibilities of the Klinzing line and interested him in moving to New Holstein. He and his parents lived on Prospect Street in the city. The company was reorganized in 1914 and sufficient capital was raised in New Holstein to build a modern plant there west of the Lauson plant. August was president and H. D. Lauson vice president. The business tripled in size in a few years time at the New Holstein Location. He eventually moved the business to Milwaukee in the 1920's, then to Fond du Lac in 1951. August died in 1958 in Minnesota.

The original 30' x 70' building was sold to Sylvester Mikologic on September 1, 1921 and used it as a garage for four years. This building still stands and is Feldner Chevrolet's "lower garage". Agromatic – A division of A F Klinzing Co. Inc is an important manufacturer of agriculture equipment to this day.

General Stores

Louis G Cornelius had a general store on the lot south of the John Hochrein tavern (see Saloons and Taverns). After the first store burned down he rebuilt it in the present location of the recently closed Sippel's Market location. Following operators and owners were Andrew Darnieder, Joseph and Michael Schmitz (Michael Schmitz was also a Postmaster). Frank Schaefer, Benedict Wehner, Aloys Wehner, (In 1940 Aloys built 250 refrigerated locker units in the store which were rented out by customers), and finally Leroy Sippel.

J H Coolidge built the first general store in 1868 or 1869 on block 4 lot 16. It was a large building for those days and provided all of the hardware and groceries one needed. In 1899 Valentin and Ben Baus Sr. bought the store and

updated it. They dealt in furnishings, groceries, dry goods, crocks, notions, etc. This partnership later dissolved. Ben M. Baus eventually took ownership of the store, then Harold Baus. This was a large building with living and office space above. The store was demolished for the new bank parking lot.

Cedar Grove Dairy

John (Jack) Baus had a farm on the north edge of the village block 3 lot 1. Farm produce sold at market was not bringing good prices so on May 1, 1932 John decided to start the Cedar Grove Dairy with his all Guernsey dairy herd. John began bottling and delivering milk and cream directly to the consumer in a horse drawn closed milk wagon. The horse moved at a graceful gait from house to house with the horse knowing which houses to stop at. On one occasion the horse was startled and overturned the milk wagon. Milk was seven cents a quart, four cents per pint. Whipping cream was forty-five cents a quart, twenty-five cents per pint and fifteen cents per half-pint. The slogan on the milk wagon was "You can whip our cream, but you can't beat our milk".

Bennin Cheese Factory

Arnold Petrie built a creamery on Clark Street. Sometime before 1900 this building was moved from Clark Street to block 1 lot 2 on Railroad Avenue by Anton and Joseph Dreifuerst and Frank Schaefer. It was used as a cheese factory. This building is 30' x 60' and is two story with the top story as living quarters. It changed hands a few times until Charles A. Bennin acquired it around 1909 from L. Guelig. Bennin produced American cheese which he shipped to Plymouth and he also furnished bottled milk. This building was rocked by an explosion on November 1, 1933. A speeding car was seen leaving the scene shortly after midnight. It was determined dynamite was used by milk strikers. In 1932, an area economic crisis for farmers had arisen because the price of milk had fallen to less than a dollar per hundredweight. This building has been converted to a home and still exists.

Wisconsin Dairy Company

In 1893 the Wisconsin Dairy Company built a creamery near the railroad depot to furnish cream for the World Columbian Exposition at the Chicago World's Fair. The company could pay a higher price per hundred weight of milk during the fair which caused some local factories to close. The cream reached Chicago in refrigerated cars the same day it was separated in St Cloud. This company stayed in business for a year or so and finally failed. Some area farmers lost one month's milk check in the failure.

Public School

On December 12, 1876 a public school district was organized. It consisted of the geographical areas of St. Cloud, parts of the towns of Marshfield, Russell, and Greenbush. This was called Joint School District No. 9.

The first officers were Rudolph Herrling, John Messner, and Adrian Dreifuerst. Herrling leased to the school board, lots # 8 and 9 of block 18 which is at the southeast corner of Clark and Thorp Street for a public school. The school was one room. The grounds were shaded by many trees and were kept neatly trimmed and mowed. An iron railing surrounded the schoolyard.

Teachers who served were, Margaret Herman three years, Mary Ganor one year, Olive Petrie one year, Margaret Scott three years, Mildred Kenedy two years, Genevieve Hochrein two years, Adeline Wehner twelve years, Loraine Plutz one year, and Rose Mary Flynn one year. Some of the subjects taught were Agriculture, Home Economics, and the Cashman System. A library was included in the school. The school was closed after World War Two and sold in 1947. It was converted into a home at 200 Clark Street.

Oil and Gasoline Companies

The Wadham's Oil Company dealing in gasoline and motor oil was located on the north side of the railroad track on Railroad Avenue from about 1914 to 1922. In about 1922 it became St. Cloud Oil Company. Two teams of horses made all deliveries for a few years. Trucks soon replaced the horses. In 1929 the business was sold to the Sinclair Refining Company. Killian Butz was the distributor assisted by his sons, Vernon and Harry. Terry Butz took over after Harry died and it was called Butz Oil Company. Terry diversified the business in 1997 and opened the Butz Mart convenience store on the southeast corner of Main and Clark Streets. Weber's of St Cloud bought out Butz Mart in 2010.

The Standard Oil Company located in St. Cloud in 1923 and built a bulk station on the west side of the village south of the railroad track. Roman Walgenbach was the first distributor, succeeded by John Kleinhans, Joseph Ausloos, and Eugene "Bill" Will. Gas and Oil were brought to the village by railroad tank cars until December, 1952 when rail service was discontinued to the village.

Civil War Veterans

Peter Entringer and his brother Nicholas were natives of Germany and came to the United States in 1852 with their parents. The brothers entered the Civil War in 1862. Peter died in action on a Tennessee battlefield and was buried there around 1863. Nicholas returned home and farmed south of St Cloud. He died September 18, 1916 and is buried at St Cloud.

Joseph and John Peter Feldner brothers, worked in the mines of Michigan when they were called for duty. They joined the Michigan 27th Infantry and served during the war. Joseph was a sergeant. They both returned to this area after the war and farmed. Joseph Feldner died July 4, 1884 and is buried in the St Cloud cemetery. John Peter

Feldner is buried in the St Peter cemetery.

World War I Veterans

Walter Waldschmidt Leo Sabel Emil Schmitz
Erwin Baus Mathias A Lefeber - Silver Star Awarded

World War II Veterans

Irwin Eiring **WW2 POW** Ray Wirth WW2 Francis Sippel WW2
Joseph P Mauer **WW2 KIA** Alfred E Wagner **WW2 KIA**

American Legion Charter Members Late 1940's

Ben M Baus WW1	Alfred Berenz WW2	Roger Blonigen WW2
Vernon Sippel WW2	Glen Ringeisen WW2	Jerome Kohlmann WW2
Leo Kohlman WW1	Eugene Sippel WW2	Joseph N Abler WW1
Gaylord Schaefer WW2	Cletus Hochrein WW2	Vernon Butz WW2
Robert Kohlman WW2	Peter Beuchel WW1	Claude Dreifuerst WW2
Alfred Diedrich WW1	John Steffes WW1	Ben Burg WW2
Othmar Goeser WW2	Henry Wehner WW1	Edmund A. Anders WW2
Alfred Goeser WW2	Joe Berenz WW1	Joe Eiring WW2
Ervin Pauly WW2 POW	Victor Feldner WW2	Joe Krebsbach WW2
Leonard Schaefer WW2	Cletus Dreifuerst WW2	Elmer Schmitz WW2
Sylvester Mueller WW2	Dr Harold J Halverson WW1	Ambrose Lisowe WW2
Gregor Klinzing WW2	Leo Dreifuerst WW2	Robert Butz WW2

Harvey Blonigen American Legion Post 478

Sergeant Harvey A Blonigen was born on August 23, 1917. He entered the army on June 13, 1941. He was wounded in November 1944 and received the Purple Heart. Harvey was killed during overnight bombing on March 2, 1945 at the age of 27 near the Rhine River in Germany. He was with Battery A 67th field artillery, 3rd armored division. He was initially buried at the Henri Chapelle military cemetery at Eupen, Belgium. His body was returned April 28, 1948 to the Lisowe Funeral Home with Legion members standing guard until the funeral at St Cloud Church on May 1, 1948. He was buried in the family lot at Holy Cross cemetery in Mt Calvary with a firing squad salute. The grave is about 50' east of the large crucifix. A meeting was held February 11, 1946 and agreement was reached to form an American Legion Post here. The first Post 478 Legion Commander was Ben M Baus. At the second meeting it was decided to name the post after Harvey Blonigen. An auxiliary was also formed at the time.

Harness and Shoe Shops

Franz Xavier Timm, an experienced harness maker, came to St Cloud in 1870 and built a harness shop on Barrett Street just west of the tavern he built five years later mentioned elsewhere in these notes. Rudolph Goeb was listed as a shoemaker from 1876 to 1906. A harness shop on the east side of Main Street was built by Christ Hau with John B. Helz managing it. Later Joseph Thiel owned it and stocked the front of the store with shoes and the rear part was used for harness repair. Elmer Ausloos took over on October 1, 1947 selling shoes and repairing them.

Dr John Pauly

John Pauly was a doctor in the area around 1867. He came from an area called Coblenz, Germany. He built a house on Pauly's Lake. It was called Round Lake back then. This house was moved to where Charles Steffes now lives on River Lane. The house was added on to since then. That agrees with the 1874 plat book showing a J Pauly owning 40 acres with a building next to the lake and railroad track. Dr Pauly's surgical tools and bag are still with the Pauly family and are on display at historical functions in the Holyland.

St Cloud Shoe Factory

The St. Cloud Shoe Factory (also known as Peter Feldner Shoe Factory) was built in 1902 by several investors and capitalized at \$10,000. The exterior was of galvanized iron. They produced high quality leather men's, youth's, boys, and women's shoes. Twenty five people were employed. The shoes were shipped to Wisconsin, Minnesota, and Michigan. In 1913 the president was John Franzen. Two traveling salesmen were employed also. The factory closed in 1916 due to competition. This building was the Dreifuerst Furniture Store later, then Community Electronics and Furniture. It presently houses Shear Sensations.

Hardware Stores

One of the Hardware stores was in the present convenience store location. It was built around 1885 by Charles A. Resimus. It was then sold to Adrian Dreifuerst in 1897. Dreifuerst Brothers (Anton and Ferdinand) was formed in 1904, besides hardware, they also sold and serviced McCormick Deering farm machinery. They also dealt in dairy supplies and tinsmithing. Anton and Ferdinand dealt in paints, oils, farm implements, furniture, pianos, phonographs, wall paper, and picture framing according to a 1920 ad. Their building had a platform on the front facing Main Street. At the rear of the hardware store lot, away from other buildings was a small building approximately 10 or 12 feet square where dynamite was stored. The St. Cloud Junior Band conducted by Max Eckes would play on the platform on Friday nights. Max was also a cigar maker, watch repairman, and played in a dance band. He also operated the sound booth at our fireman picnics at the park. On alternate Friday

nights the band would play on the Kohlman Hardware store platform. Emil Dreifuerst and Roland Kees were later owners.

John Entringer built a store just south of the Frank Leon Saloon on block 8 lot 3 and sold farm implements. His son Nick Entringer took it over later. Frank Kohlman bought it in 1913 and started five generations in the hardware and HVAC business. Frank dealt in hardware, stoves, and farm implements. Herman J. Kohlman was next in 1920 dealing in hardware, farm implements, oils, paint, and tinning work. Robert Kohlman took over in 1953, then Douglas Kohlman started an HVAC business in 1969. Douglas built a shop and office on Church Street. Doug's son has an HVAC business just outside of the village.

Veterinary Hospital

A veterinary hospital was located west of the present Cloud City Computer building. John Dietz Sr. built it in 1902. Dr. L C Martin used it. It had a large tilting table that a horse could be strapped to then lay on its side. Dr. Martin had a two-headed stuffed calf in his office. Dr. Alfred F. Schrage was the veterinarian in 1913. He graduated from the Chicago Veterinary College in 1911 with high honors. He had an office, laboratory, and operating room and stalls for horses and cattle. Schrage also sold horses, selling four carloads in 1913.

Barber Shop

The first resident barber was Albert Baganz located in the Braun Building (Hometown Bank Location). The John Lisowe Barber Shop was started March 20, 1901 and was located just south of the Salchert Meats property. This was called a Tonsorial shop at that time. Lisowe also did razor honing and shear grinding as a service. Haircuts were fifteen cents and shaves were ten cents. Bernard Sippel was the owner after Lisowe. This building is a home now at 1213 Main Street.

State Bank of St Cloud Building with Doctor's Offices

The two story brick State Bank of St. Cloud "The Old Reliable" was opened for business on September 9, 1907 with a capital stock of \$20,000 and Andrew Darnieder serving as president and A.C. Kingston as cashier. Offices were located on the second floor and housed a dentist in 1918, Doctor Robert E. Flood. Doctor Flood practiced here on Thursdays according to a 1920 ad. Dentists Doctor Harold J. Halverson and Doctor W. Hansman had practices in later years. A physician was also located on the second floor. Doctor G. J. Schweitzer started his practice in 1911 and stayed in St Cloud until 1922. Doctor Schweitzer also operated a drug store. The drug store was located in the building at the northwest corner of Main and Barrett streets. There were at least twelve physicians that practiced in the village up to 1928 per the business directories. Doctor Harold Kief a graduate of Marquette University practiced in the village in 1938, he was married in that year to Mary Theresa Lewis. Doctor Werner had a practice in a house

just north of the Shear Sensations building. The bank building was used as a Post Office last before being demolished with the Baus store for a parking lot for the new bank building. The new bank building is now located on the old Braun building property (block 4 lot 15) and is called Hometown Bank. Hometown bank was chartered in St Cloud in 1998 and has grown to six locations in eastern Wisconsin.

Telephone Switchboard

The telephone switchboard was located in the John Lisowe Sr. house just east of Feldner Chevrolet. Annie Lisowe or Minnie Blonigen were switchboard operators on duty to route the calls with the old magneto phones. There were ten party lines. You determined if the call was for you on the party line by the number of long and short rings. You could crank up the ringer on your own party line without the operator's help. You were not supposed to listen in on other people's calls, but it was a good way to find out what your neighbors were up to. The operator assisted you in calling people not on your party line or expensive long distance calls. August Bierman was listed as a telephone operator in the 1905 census.

Horn Tile Factory

In the summer of 1947 Ervin Horn built a tile factory on the far west end of Railroad Avenue on the north side. A kiln using steam heat cured the high quality concrete tile. The first tiles were made in the winter of 1947. The initial plan was to make tile only part time in the winter, but business was very good and full time production was necessary a year later. Lower costing and lighter plastic tile eventually made concrete tile obsolete. The tile making ended in 1986 and selling them continued until 1989.

Volunteer Fire Department

Fire Protection was started in 1868. Jean Entringer organized a group of men to help in the event of fire. A large cistern was built in the middle of the village to store water, other cisterns were added. A two wheel 60 gallon capacity chemical fire engine was purchased from American LaFrance Fire Engine Company in 1916 at a cost of \$400. A Waterous Fire Engine Company Reo fire truck was purchased on October 6, 1923 at a cost of \$4350.

An annual fireman's picnic and parade was started in 1930 and ended in the early 1950's.

Village Park and Athletic Club

The five acre parcel for the village park was purchased at a cost of \$750 from Clemens Enders in 1946. Development of the park started in 1947. The regulation hard ball diamond was built in 1948 by M.A. Leiberg. The softball diamond was lighted in 1953. An article in the Sheboygan Press on July 13, 1953 gave a very

favorable report on the park stating it is one of the finest in the area.

Lisowe Funeral Service, Huss Funeral Home, & Sippel Funeral Home

Early undertakers were usually furniture store owners such as Andrew Darnieder, A E Stuht, Ferdinand Dreifuherst. They sold the required caskets. Charles Hochrein was also listed as an undertaker from about 1917 to 1930. The Lisowe Funeral Service was started by Zeno Lisowe in 1936 at a time when most funerals were still held at the person's home. Zeno had worked as a barber with his father, John Lisowe previously. To build a structure for the sole purpose of funerals was a bold move by Zeno. Bill Bauman and Oscar Feldner built the funeral home in 1936. A collection of construction photos show the building was excavated by horse and scoop and much hand digging. The structure was well built with brick and is an attractive building to this day. Lisowe operated the funeral service from 1936 to 1967. Jack Huss took over in 1967 and it was operated as Lisowe-Huss Funeral Home for a number of years before becoming Huss Funeral Home. Jack Huss operated the home until 2002 when Jim Sippel took over. It is unusual for a village of this size to have a funeral home. The original funeral home was located on the west side of Thorp Street (Jack Huss's home) and is now across the street at 1311 Thorp and is the Sippel Funeral Home.

Water and Sewer Utility

Municipal sewer and water were introduced in 1972-1973 at a cost of \$643,000 including a 50,000 gallon water tower and a high capacity well on the north side of the village. Three sewage lagoons were constructed on the south side of the village.

St Cloud Shooting Company & Riverside Hunting and Fishing Club

On Jan 16, 1877 the St Cloud Shooting Company (also mentioned as Shooting Match Co of St Cloud, Wis) leased for 90 years a strip of land 620' x 33' with about an acre attached on the south end of the strip. They would shoot from a location just north of the tile factory north towards the woods behind Gene Mueller's house. This parcel was described as a shooting park. The officers were Joseph Feldner President, John Entringer treasurer, Rudolph Goeb secretary. The lease was released in 1882. This parcel was located where my house is at. I was told this was probably a local militia organized to provide defense in an emergency.

The Riverside Hunting and Fishing Club was organized on Feb 21, 1938.

