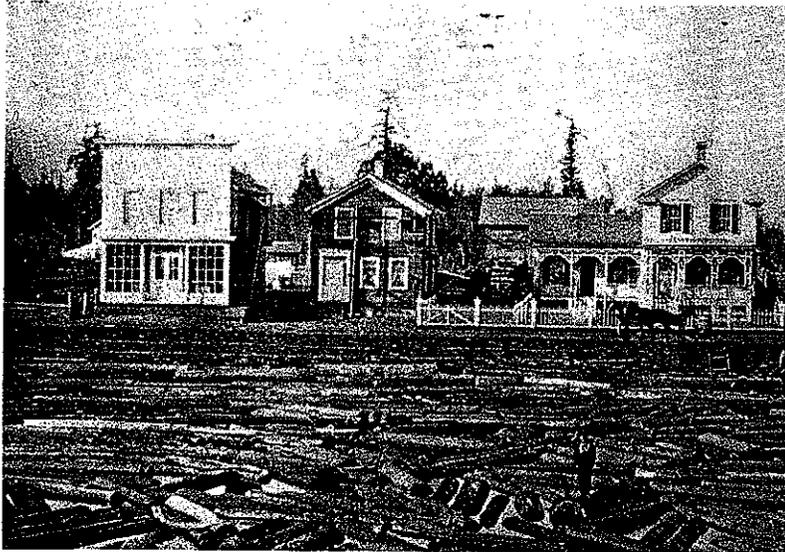


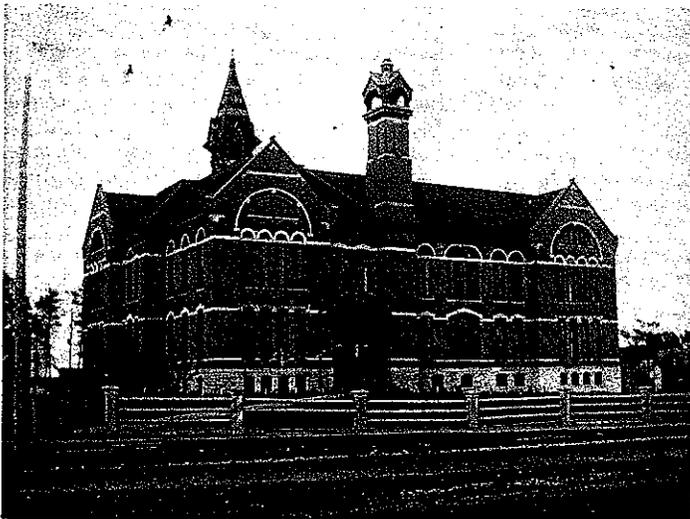
Grave of Louis Chappu, or Chappie in 1896.
First white man on Menominee River



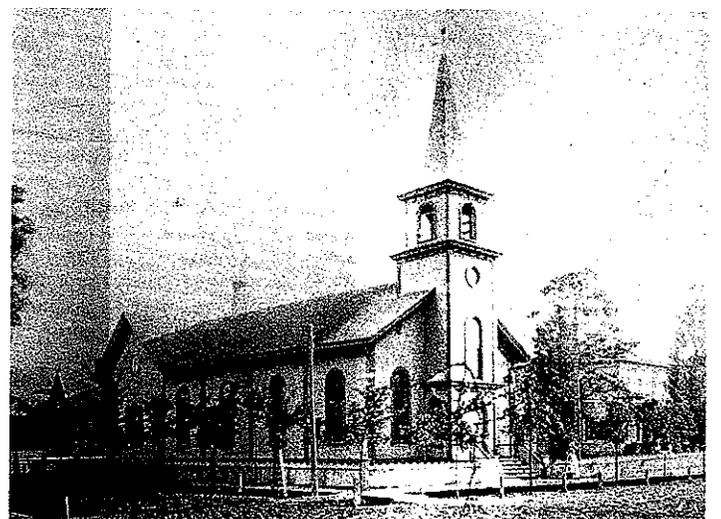
Riverside Ave., Marinette in 1880. Next to present Holiday Inn



George Farnsworth, son of Queen Marinette



Old Union School, Marinette, former high school; 1895



First Church in Marinette (Presbyterian)

Beginning of Transportation

The area that would be Marinette County had two harbors on the famous Great Lakes-Fox-Wisconsin-Mississippi waterway that led into the heart of America. Only fifty years after the Pilgrims landed on the Atlantic shores, white explorers found their way to this community.

The Peshtigo and Menominee rivers that emptied into this busy highway would provide access to the vast pine forests and the granite in the future county. The water highway was the way white people came and why they came.

For thousands of years, the Menominee had been mobile, traveling mainly by canoe through their land which extended from Milwaukee to Lake Superior, from Lake Michigan to Tomah on the Black River to the west. (They had an overland trail through the land which crossed the Thunder River at Shawano Rapids, crossed the Peshtigo at Wolf Rapids below the mouth of the Eagle River, went north and west to White Rapids on the Menominee and continued on to the copper region.)

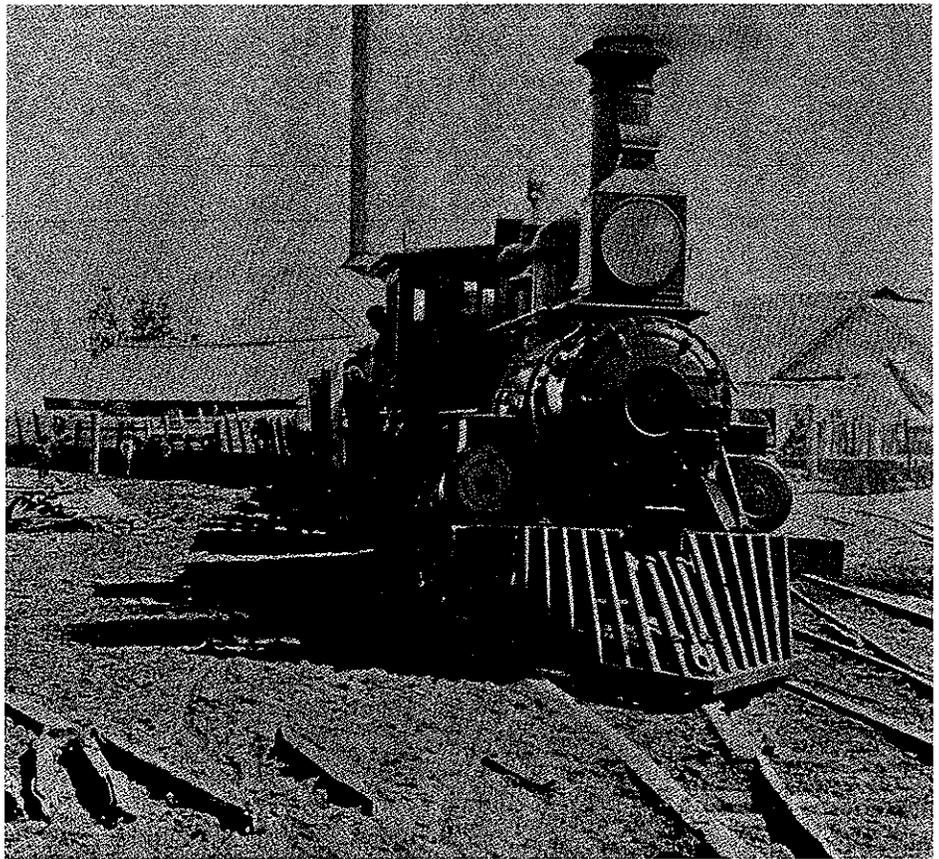
Our ports were indeed used for many years, and were humming with activity before they became the entrances to the wealth of the new Marinette County in 1879.

Green Bay on the south side of the mouth of the Menominee was shallow. There was deep water on the north side and there the harbor would be built, serving all three communities, Menekaunee, Marinette and Menominee. The entire settlement was simply called "The Menominee," and that was the mailing address. A large sandbar beginning on the north side and extending almost across the mouth of the river kept the vessels "outside the bar." Father Charlevoix in 1721 referred to an island that hid the entrance of the river. Philbrook's Island had a dock, a pier, a bridge to the mainland and a shipyard in 1871. Years of activity have changed the appearance of the mouth of the river.

In 1836, when the entire Brown County (which then included Marinette, Florence, Oconto and Langlade counties) had a population of only 1,500 white people, the "New York" entered the harbor to take on a load of wood. She was the first steamship in the harbor. Regular freight and passenger service were established that year.

Sailboats were chiefly used until 1871. It was "not an unusual sight to see twenty-five vessels at anchor at one time." The "Fanny Fiske" and the "Queen City," John Jacob's (his mother was Queen Marinette) side-wheeler alternated trips to provide daily service to Green Bay, as did the Goodrich Steamship Company and the Northwestern Railroad. They all carried freight and passengers. Many names of steamships are listed in the old records of the 1850's. Many were privately owned.

The harbor had no improvements until 1871. The river at the mouth was "about a mile wide" and was only three to five feet deep. Lumber had to be loaded onto vessels, waiting outside the bar, from skows and barges hauled by men with lines made fast to the shore and to the vessel being loaded. Lumber companies had built their own docks. In 1855 a solid mass of logs



First Railroad in Marinette County; Peshtigo Lumber Company
Between Peshtigo and Peshtigo Harbor

extended for ten miles up the river, destined for the twenty-three steam mills on the river and the Chicago markets.

By the time the Civil War had ended, the pineries to the south had been depleted, lumber buyers had to enter Green Bay for their supplies, and boom times began for the community. More attention was paid to our harbors. Congress approved a plan by the U.S. Army to improve the Menominee harbor. One thousand, one hundred and fifty feet of pier was built, extending into the bay from the Menominee River Lumber Company land. Eight years later the river was dredged to a depth of twelve feet. Then the "Martin L. Morgan" could enter the river, to be the first ship to tow skows and rafts to the waiting vessels.

Ship yards at Peshtigo Harbor were building skows and other vessels in 1879. The white oak in the area was excellent building material. In 1880 the "Boscobel" was built there for \$50,000. Tugs were towing barges of railroad cars from Peshtigo Harbor to Chicago. Isaac Stephenson organized the first barge line on Lake Michigan, to evade the high cost of transportation by railroad. There were three tugs, each towing two barges, one loading, one in transit, one unloading at all times.

Ships entering Green Bay had to go through "Death's Door" at the tip of Door Peninsula. Years before, hundreds of Indians in a war party had drowned while crossing it, and since then many ships had gone down in the turbulence of that area. In 1879 the Sturgeon Bay Ship Canal was built. It cut through the last one and a half miles of land at the deep inlet half way up the peninsula to form a new, shorter and safer route to Lake Michigan.

By 1896 there were 1,333 arrivals and departures in the eight month season at the Menominee Harbor. Tonnage was 355,529 tons. Many steamships wanted a cargo of whitefish, for at times it was more valuable than pine.

The rivers and their tributaries in the county were navigable only by canoes and logs, and the logs needed controls of the water. In 1835 there was a dam on the Peshtigo, in 1844 one was built on the Menominee. In 1867 the Menominee River Boom Company was formed, a central organization to handle logs and distribute them. This remarkable cooperative between the many individual lumber companies controlled the rivers and planned the spring drives. They built 41 dams on the Menominee and its tributaries. Twenty-seven dams were built on the Peshtigo by other companies. These gave the settlers up in the county some means of crossing the streams beside fording, for make-shift bridges were often built at the dam site.

In 1862 the population of Marinette had increased to 500 people and there were complaints about "The only way of crossing the river in summer is with boats for men, skows for horses." Feeny Brown was running a ferry service at the mouth of the river. In 1867 the two communities built a bridge from Dunlap Square in Marinette to Menominee's Ogden Street. It was built of timbers from Oregon and our mills didn't have large enough saws to handle the lumber! The two states replaced it in 1871 with an iron bridge. Twenty years later a second bridge was built at the mouth of the Menominee. In 1894 a third bridge was added above the first dam. It was replaced, below the dam, at Hattie Street in 1912.

100 Years of Education In Marinette County

Marinette County has always believed in and financially supported education of the children of the county.

As early as 1850, Dr. and Mrs. Jonathan Hall engaged a Mr. and Mrs. Podulpe to come from Chicago to teach the Hall children and as many of the neighbors' children as cared to come to the Hall residence. The location of this first private school was on the southeast corner of Riverside and Hattie Streets, and school was held during the winter months of 1850-51. There probably had been an informal school in operation in the 1830's when John Kittson was teaching Indians who lived around his trading post, but the school in the Hall residence was the first formal attempt to teach Marinette County young people.

Just across the present Hattie Street bridge in Menominee, a Miss Sue Lyon taught school for four months in 1856. She apparently was the first school marm of the area. If any Marinette children attended her school, and reports say some did, they would have had to get to school by boat, for there were no bridges as yet crossing the river.

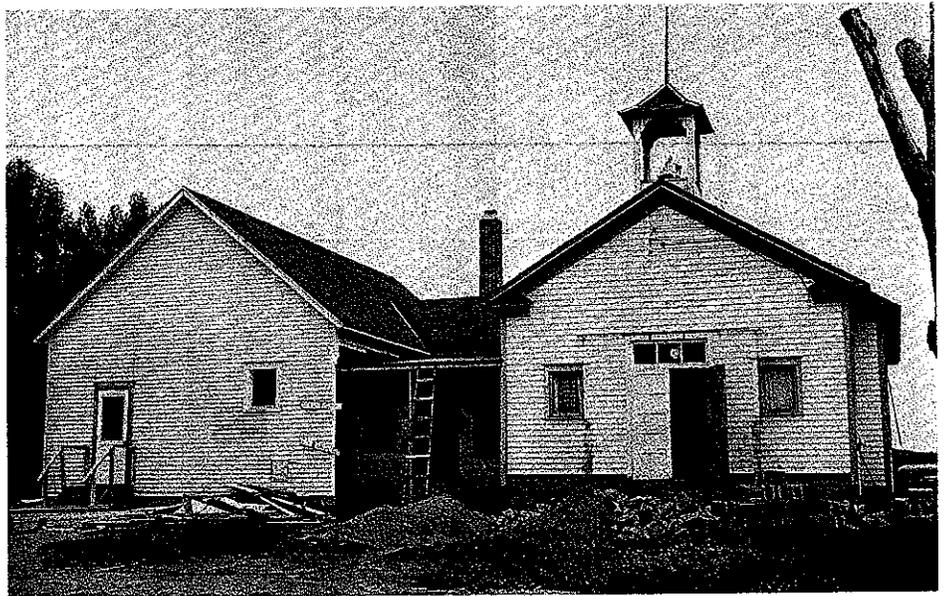
The next Marinette school recorded is one organized by Dr. J.J. Sherman, and taught on the upper floor of the site presently occupied by the O.A. Haase Shoe Store. The school term was for three months, presumably in the winter, and the tuition was \$1.00 per month per child and was collected by the teacher.

Between 1857 and 1858, however, the community apparently decided to support education with public funds and the Reverend J.W. Donaldson was appointed school commissioner. One of the school commissioner's duties was to examine and certify teachers. Thus, Reverend Donaldson certified Mr. Henry Bentley, the son-in-law of Dr. Hall, as a teacher and he was given a one year's teacher's license for the winter term in 1858-59. School was held in the lower floor of the old Farnsworth and Brush Lumber Company boarding house located at the corner of present Houston Street and Riverside Avenue. Apparently a charge was made to the parents for the first three months of school, for it was noted that the "Town of Marinette received \$40.00 from state school funds and so ran the fourth month free."

Mrs. Hall, who had been a licensed teacher in New York State prior to coming to Marinette, received a one year license in 1859 and taught briefly in the summer of 1859 in the living room of her home. Her license to teach in Marinette was signed by Joseph M. Brown, Superintendent of Schools.

Menekaunee received its first school in 1858 when the New York Lumber Company built a small square building about two blocks east of the present Menekaunee School and donated it to the community for school purposes. In 1858 Dr. Sherman, who had previously taught a school in Marinette, opened a school there. This was the first regular tax-supported public school.

About 1859, a Marinette school was built on the site of the present Perry's Cinema and in 1863, without too much opposition, it



Middle Inlet Graded School

was merged with the Menekaunee school district and a Union School was built where the Marinette Middle School now stands. With two primary elementary schools and the Union School, the Town of Marinette was moving towards a full secondary school program, and in 1876 the Marinette Free High School was organized. Initially there were 25 students and J.C. Crawford was the first principal and sole teacher. He held the post of principal and also superintendent through 1880.

In 1887, when Marinette became an incorporated city, F.R. Utey became the first city superintendent of schools.

Gradual growth of the Marinette school district entailed the replacement in 1882 of the Union School by a newly built high school and then, when that building was condemned in 1914, a new building suitable for 300 students was erected. The Junior High School was added in 1921 and the present Marinette High School was built in 1972. Today, Marinette has a public school enrollment of about 2700 pupils housed in five city and one rural elementary schools, a middle school and a senior high school for grades 9 through 12.

Almost all of the rural, county-wide schools in Marinette County developed after 1870, although Peshtigo had a school before that date. Prior to 1963, by which time school consolidations were largely completed, there had been 112 rural one-room schools, 19 state graded schools and eight high schools outside the City of Marinette. The only four year high school lost by consolidation was at Amberg, which was attached to the Wausaukee District. Present high schools are at Niagara, Goodman, Pembine, Wausaukee, Crivitz, Coleman and Peshtigo.

Rural elementary and, to a degree, high schools were under the supervision of the county superintendent. The first county superintendent was Reverend Lyman Winslow and the last was Clayton Lee who served from 1953 to 1965. The office of county superintendent was abolished by Wisconsin statute in 1965.

Catholic education began in Marinette when Our Lady of Lourdes congregation, which was founded in 1868, built a combination chapel and school at the corner of Main and Water Streets in 1872. The school was formally established on September 6, 1876 under the pastorate of the Reverend John Chebul. Four Sisters of Notre Dame were engaged as teachers and 40 pupils were in attendance. Sometime during the period of 1883-1888 a new school building was built at a cost of \$6,000 and in 1891 St. Mary's Institute was organized as a finishing school for the education of young ladies. Many of the lumbermen, it was said, sent their daughters to this school.

Our Lady of Lourdes High School probably held its first graduating class in 1883, for it was the first Catholic High School in Wisconsin. In 1911 the high school needed more space and, after a very heated debate, it was decided to build the present three story building containing 12 classrooms and an auditorium. In 1957-58 Lourdes High School became Catholic Central High School and additional facilities were built. Present enrollment varies between 250-300 students taught by a staff of 21. Catholic elementary education is now provided through the three buildings that are a part of the Holy Family Grade Schools.

The Trinity Evangelical Lutheran School was organized prior to 1925 and, with the exception of one year, has been in operation ever since. Today, it has a K-8 program taught in a very modern building.

Education is not only for young people; it is also for the adults. Marinette County and neighboring Menominee County were responsible for developing the Northern Marinette Chautauqua Assembly at Pine Beach in 1897. The programs were topical, educational, entertaining and sometimes political in nature and were open to young people and adults for a fee of 25¢ per program for adults and 15¢ for children. When William Jennings Bryan spoke on August 5, 1899, a crowd of 6,000 people heard him.

Schools Were An Early Priority Here

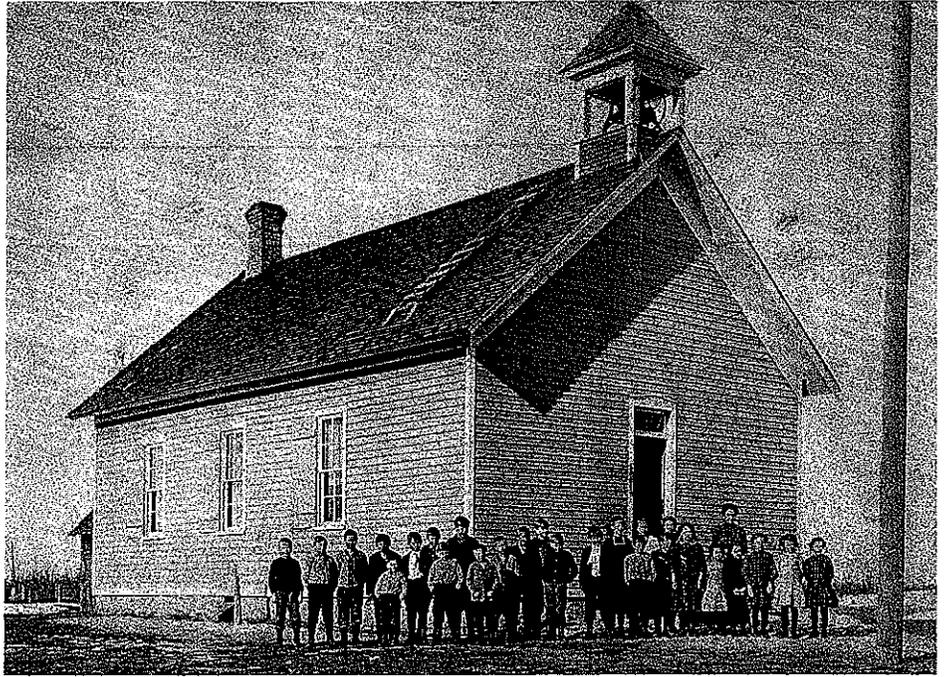
Among others of national and international fame who appeared at Pine Beach were General Ballington Booth of the Salvation Army; Samuel Gompers, president of the American Federation of Labor; Miss Jane Adams who organized Chicago's famed Hull House; and several leaders of the prohibition movement.

Summer Chautauqua ended in 1909 and the property was taken over by the Pine Beach Club in 1913.

Another part of adult education was the Stephenson Training School, later to be called the County Normal School or the Teacher's College. When it was organized in 1905 with A.M. Olson as principal and Elizabeth King as teacher, it began to pioneer in teaching agriculture and domestic science to young adults, as it prepared them to teach in the county's schools.

A Vocational School was organized in Marinette in 1916 under permissive legislation passed in the 1911 session of the Wisconsin Legislature. At first the emphasis was upon adult training and in giving additional education and training in vocational arts to young people who left high school before graduation. Gradually the educational direction has changed and today NWTI is a part of the larger Green Bay School. The Marinette County branch moved to its new building in 1971 and now grants a one year vocational diploma and two year associate degrees. It meets training needs of local industries and is placing emphasis on the increasing need for evening adult education.

The University of Wisconsin Center of Marinette County filled a need for local residents especially when the County Teacher Training School was discontinued in 1965. The main building of the U.W. Center was completed in 1965 and expanded in 1970. The fine arts building, with an excellent theater and meeting facilities, was completed in 1969 while the 30,000 volume capacity library and a large physical education building were dedicated in 1970.



Mc Allister Area School

Located on a 36 acre plot on the shoreline of Green Bay, the University Center has a teaching staff of over 21 people and an administrative staff of six.

Just as education has changed from the one-room school taught by the Podulupes in 1851 to the present, so shall there be continuing, if not startling, changes in the next hundred years. Education could become a continuing process from early childhood to well into retirement years, with more emphasis upon community-wide education, rather than that just held in school buildings. But, if the past century has taught us anything, it has shown that Marinette County will be able to meet whatever needs arise, and will continue to be a leader in offering educational opportunities to the people of Marinette County.

Salaries

An order fixing salaries of Marinette County Offices — March 14, 1879.

Salary of County Judge
350.00 per anum
Salary of County Clerk
600.00 per anum
Salary of County Treasurer
700.00 per anum
Salary of District Attorney
600.00 per anum
Salary of Supt. of Schools
500.00 per anum
Salary of Clerk of Court
100.00 per anum

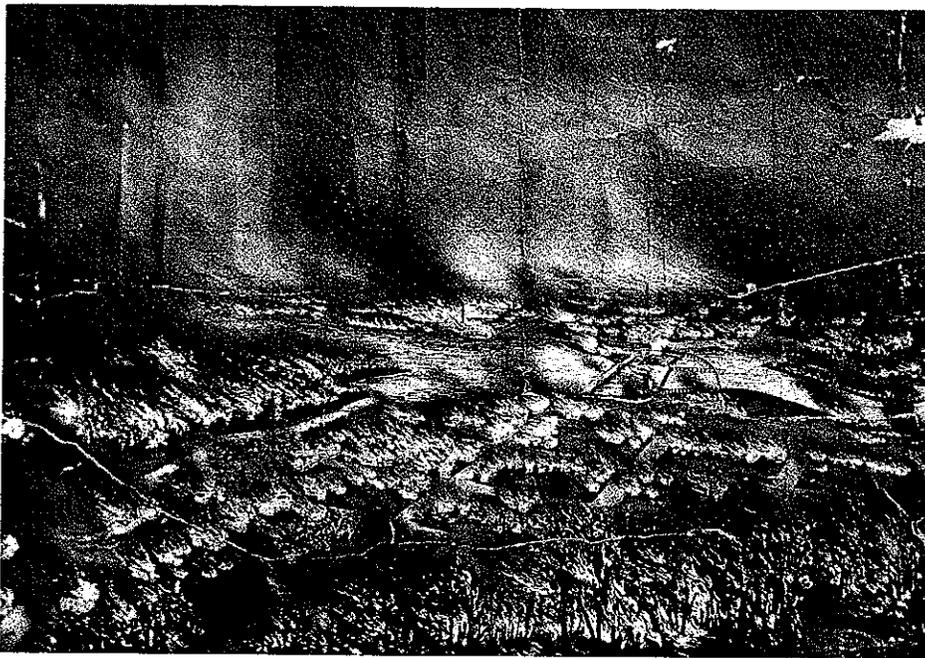
The County Clerk was authorized to make arrangements with the Trustees of the Temple of Honor to hold court in their Hall.

Marinette County Board of Supervisors - 1979

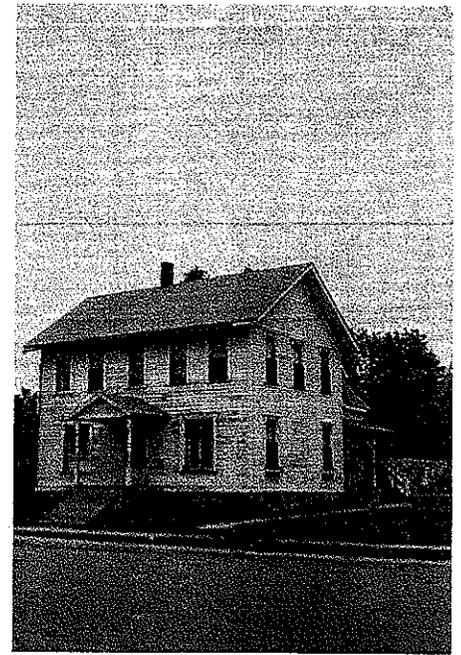
C. Edward Collette - Chairman
John B. Kerski - Vice-Chairman
Raymond Saler
Ralph Dunlap Sr.
Robert E. White Sr.
Judith A. Wagner
Fred J. Forst
Frank Samsa
Donald A. Witt
Henry Rademaker
Lawrence A. Theisen
Robert Murrock
Clarence Maedke
James H. Tebo
Adolph Staidl

Richard C. Seils Sr.
Richard C. Johnson
Alvin C. Anderson
John H. Harper
Gene F. Guay
William R. Setunsky
Gerald Oehler
Gerald Rowley
Wallace E. Thill
Roland Baumgarten
Harvey S. Borman
Lawrence E. Nichols
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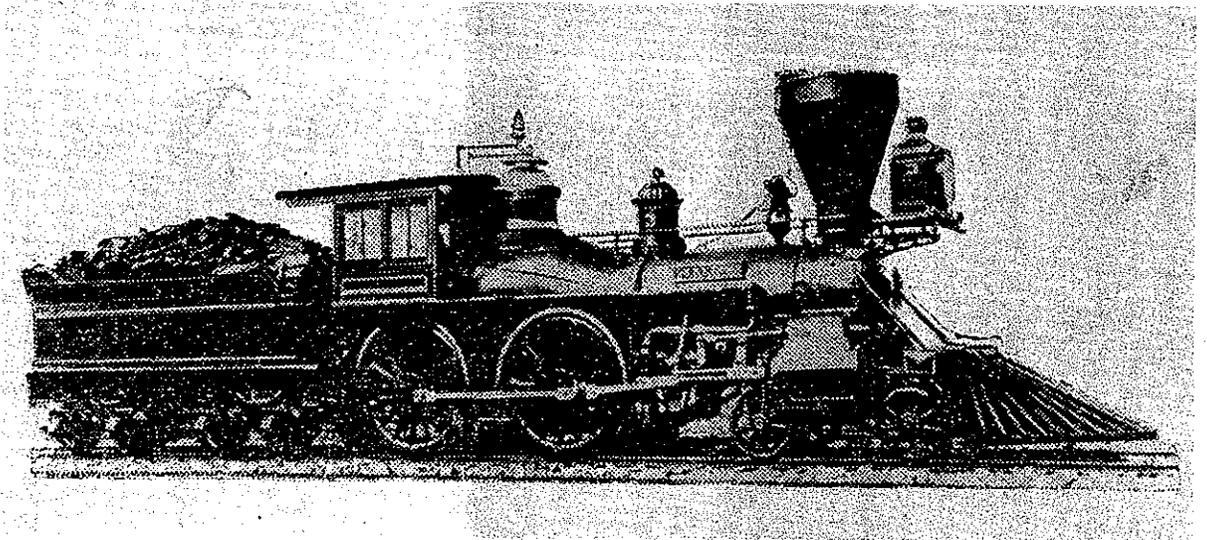
"100 YEARS" Prepared by the
Publication Committee of The Marinette
County Historical Society.



Peshtigo Fire, night of October 8, 1871



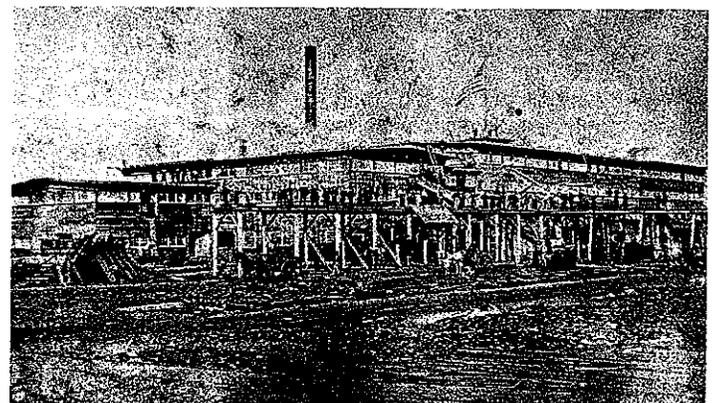
Anderson home, built in Peshtigo after fire



Early woodburning locomotive



M & M Paper Co. employees - about 1912 -
Now Scott Paper Company location in Marinette



Peshtigo Woodenware Factory; before Peshtigo Fire in 1871

