

This Was Hudson

A compilation of historical ^{Wis.}
articles pertaining to Hudson,
Wisconsin.

Edited by

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To
C.A.W. and Y.W.
for
their unfailing support
and wise counsel.

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INTRODUCTION

In 1954 the Hudson Star-Observer, the weekly newspaper at Hudson, Wisconsin observed the 100th anniversary of its founding. In celebration of that event a 112-page centennial edition was published, which contained numerous historical articles relating to Hudson and its immediate environment.

Realizing the value of this historical material and the necessity of putting it in more accessible form, twenty-four of these articles are here reprinted in this small booklet.

Along with corrections and the use of several historic photographs, a "person" index has been added for the convenience of the reader.

For all who aided in this compilation, with the contributions of material, articles and photographs, we extend our grateful appreciation.

WILLIS HARRY MILLER

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Walnut Street Was the Early Business Center of Hudson

With the growth of business northward from Buckeye, Walnut street became an important business center. Originally it divided the village plats of Buena Vista and Willow River, both now merged in Hudson, and along its short stretch there were many important offices and business houses. In his reminiscences, written in 1895, S. Curtis Simonds says:

The first we learn of Walnut street is to be found in the records of plats filed with the register of deeds of St. Croix county.

In the field notes of Buena Vista, compiled Sept. 15, 1848, is found: "The north line of Walnut street runs east from the southeast corner of block 12 to Second street," meaning from the northwest corner of the present Armory building. (The site of the Clymer building in 1927.)

In the field notes of Willow River, completed May 31, 1854, is found: "Walnut street commences at the shore and runs east to Third street."

Thus it will be seen that Walnut street was the dividing line between the plats of Buena Vista and Willow River with the exception that the Chapin Hall block was in Willow River.

Buena Vista was called from the battlefield in Mexico, where General Zachary Taylor had just won such a decisive victory. There was never any postoffice in Buena

Vista. The inhabitants went to Stillwater for their mail, the one going bringing back in a sack whatever there might be for others there. Or else whenever a boat landed, all were allowed to look over what mail there was aboard and take away whatever was directed to them.

Willow River took its name from the river at this point, so called on account of the willows which in those days grew luxuriantly along its banks.

The first postoffice established here was called Willow River. I well remember the first letter we received in the East from Willow River. Dr. Aldrich was the first postmaster here. He kept the office at his home and often took the mail around in his hat. When a steamboat came in, great was the delivery thereof.

A short time after I came here, business grew less on First street, and it began to be quite lively on Walnut street, between First and Second streets. On the south side of the street about where the Star and Times building now stands, stood a two-story wooden building, the lower part being used for a store and the upper offices for other purposes. The firms doing business in this store were Lewis Brown; McKay, Caldwell & Co., and A. D. Gray & Brothers. The law firm of Gray & Humphrey occupied the main front room above. A. D. Gray, of

this firm, was a young lawyer from Madison, this state, and was the first mayor of Hudson. T. Dwight Hall and S. C. Simonds were the law students with the firm. E. A. Chambers, register of deeds had his office in the smaller front room. The next building to the west was the boot and shoe store of Simon Hunt.

On the corner where the National Bank now is Tommy Rowe had a harness shop. Below this was a liquor store owned by A. B. Harris, who was also a real estate dealer.

For a time the land office was on Walnut street. J. D. Reymert was receiver and T. Rush Spencer was registrar, succeeding Otis Hoyt and J. O. Henning.

Upon the opposite side of the street near the lower end next to First street, Wetherby & Gray had a law office. The members were L. P. Wetherby, later judge, and James B. Gray, later member of the assembly.

Next to this office William Beggs had a shoe store. J. N. Knapp, with his brother, Ed Knapp as cashier, came next with his banking house. Dr. Hendee kept a book store. Robert Smith, brother of Governor Smith, had here a large dry goods and grocery store. Alfred Goss, with his sons, Fred and John, as clerks, had a banking house. Over Goss's bank Clough & Baker had a law office. The upper part of Hendee's building was called Hendee's hall. The Rev. Thayer preached there for the Presbyterians. Court also convened there. The Thousand and One society held its meetings

there.

James T. Mann owned the two-story building on the corner of Second street and occupied the lower part for mercantile purposes. There was an entrance on Walnut street. To the left of this entrance, C. Y. Denniston had a real estate office. Overhead was the office of Dr. Cavin. The other portion of the upper floor was used for dressmaking and tailoring. — St. Croix County Forum, August 18, 1927.

First National Bank's History Traced to 1863

The First National Bank of Hudson was chartered October 2, 1863. This bank has the distinction of being the oldest National bank in the Ninth Federal Reserve District which comprises the states of Montana, North Dakota, South Dakota, Minnesota, half of Wisconsin and the upper part of Michigan. It's charter is Number 95. It is the thirty-first oldest national bank in the United States.

On June 26, 1863, a meeting was called in the city of Hudson for the purpose of organizing a First National Bank, and a charter was granted by the government on October 2, 1863. There were six original stockholders: Alfred Goss, Lucian P. Weatherby, John Comstock, Alfred Goss, William H. Crowe and Amos E. Jefferson, and the capital stock was \$20,000.00;

John Comstock was the first president and Alfred Goss was the first cashier. The first published statement of condition, January 1, 1864 showed deposits of \$30,522.12.

During the 90 years of it's existence this bank has had nine presidents: John Comstock, John A. Humbird, David C. Fulton, William H. Phipps, S. C. Phipps, Joseph Yoerg and L. V. Hanson.

The capital structure of the bank at the present time is over \$300,000.00, and has over \$1,500,000.00 loaned to people of Hudson and this community. Hudson is indeed most fortunate to have such a strong financial institution, one that is always ready and willing to do it's share in the forward progress of the community and surrounding territory.

The present officers of the bank are L. V. Hanson, president; E. H. Nagel, vice president; L. G. Nordlund and Vincent E. Palmer, assistant vice presidents; C. E. Day, cashier; A. F. Yoerg and A. E. Dabruzzi, assistant cashiers.

Masonry History In Hudson Dates From Year 1854

On December 2, 1854, the first meeting of St. Croix Lodge No. 56, Free & Accepted Masons, was held with Otis Hoyt as Worshipful Master. There were present at that meeting a total of eight.

On December 16, 1854, the first application for membership was received; it being that of A. D.

Gray, the first mayor of Hudson.

A regular meeting place was obtained at a rental of \$200 per year.

From the records of the lodge it appears that the jurisdiction of St. Croix lodge extended well beyond Eau Claire, as a petition was presented to St. Croix Lodge from a number of Masons in Eau Claire requesting this lodge to waive jurisdiction and to ask the Grand lodge to grant the petition for a lodge at Eau Claire.

St. Croix Lodge has ever prospered and always has had a most active membership. Hudson has been honored by having had two Grand Masters of the State of Wisconsin, namely Ernest E. Gatchell and Robert G. Varnum.

The lodge owns it's Temple, a modern building with a very nice lodge room, Chapter and Commandery rooms, club rooms, and fine kitchen and dining room. The building is free of debt.

The membership of St. Croix lodge takes an active and leading interest in civic affairs and is truly a most important asset to the city of Hudson and the surrounding country.

On May 10, 1873 the first meeting of St. Croix Chapter No. 44, Royal Arch Masons was held with D. M. Herrick, D. C. Fulton and T. E. Williams as the principal officers. Hudson has been honored by having had one of it's members as Grand High Priest of the Grand Chapter of Wisconsin.

On August 25, 1878, St. Croix Commandery, Knights Templar, held it's first meeting, W. H. S. Wright, Matt Ellis, and D. C. Fulton as the principal officers.

St. Croix Commandery has been

honored by having had one of its members as Grand Commander of the State of Wisconsin.

On February 19, 1896, the first meeting of the Eastern Star was held with Mrs. Ella F. King and Mrs. Ida Fall as the principal officers.

All of the four Masonic organizations mentioned above have enjoyed a most successful career in

their many years of existence.

Officers for 1954 are: Harry Franklin, worshipful master; Lyle Ward, senior warden; George Mullen, junior warden; Don Bruns, senior deacon; W. Stohlberg, junior deacon; Clarence P. Erickson, senior steward; Derald Cummings, junior steward; J. A. Eagan, tiler; T. F. Hurst, secretary; and C. E. Day, treasurer.

Legend of Catfish Bar Interwoven With Great Spirit of Chippewa Indians; Bar Got Its Name When Pledge Was Violated

Some four miles below the city of Hudson in the St. Croix river lies a large and betraying sandbar, which in legend and tale, owes the origin of its name—Catfish bar—to an ancient tradition among the Chippewa Indians.

From generation to generation the Indians have told and retold this story concerning the origin of Catfish Bar.

From beyond the memory of any man, the powerful Sioux Indians had waged a savage and relentless war against their age old rival enemies, the Chippewa Indians. The Chippewas after frequent reverses on the field of battle, became disheartened and felt there was no alternative but to give way to the enemy. In traditional council the Chippewas met and resolved to abandon the land they loved so much. However, before the final decision was made,

two young warriors stepped to the front of the Indian Council and begged their people to remain on the land they loved until they had gone forth to battle against their blood thirsty enemy.

Calling forth the Great Spirit to witness their oath, these two Chippewa braves vowed they would neither eat nor drink until they had avenged the wrongs which had been inflicted on their people for countless ages.

After painting their faces and making the final preparations, the two braves started their trek down the St. Croix on a perilous journey to avenge their tribe. The weather was warm and thirst and hunger began to be felt, but true to their oath they continued their march along the mighty St. Croix, enroute to enemy territory.

After many hours of weary

traveling, their strength failed and they sat down on the river bank to rest and look at the cool fresh water they craved so much. This seemed only to aggravate their thirst. Finally in desperation one of the warriors could no longer resist. He must have water.

The thirsty warrior crawled to the water's edge and drank from the cool and refreshing stream. But the moment his lips touched the water, his well-built bronzed body slowly transformed itself into a huge catfish, much to the horror of his companion. With the instincts of a full grown fish, he

swam from the shore. The more water he drank, the larger he grew, until finally he became so large there was not enough water in the river to float him and he became stuck. There the huge catfish lay helplessly grounded in the St. Croix.

Sand began to accumulate upon him, and gradually he was completely buried, creating what is now called catfish bar. There he lies today—a warning to all men—that pledges made to the great Spirit cannot be broken.

—W. H. M.

Willow River Cemetery Founded in 1850; Last Resting Place of Many Pioneers

by J. M. Hughes

Except on Memorial Day and in times of personal bereavement, we have scant time in our busy lives to give thought to the cemeteries where our loved ones are laid away. Yet we have all seen and remarked upon the lonely, neglected places of interment scattered here and there near villages, in farm communities, and in family plots, where it is apparent that all who cared for the dead have themselves passed away or left for distant places of residence.

It was to provide this community with an adequate, well-kept burial ground, that the Willow River Cemetery Association was organized under the laws of Wisconsin over a century ago. The date is May 29, 1850: the organiz-

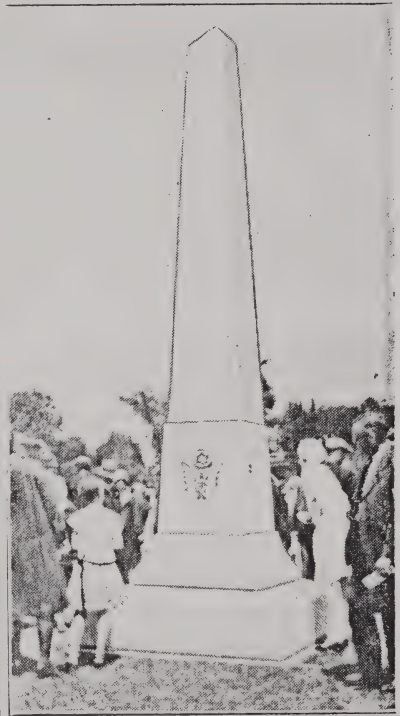
ers, Ammah Andrews, James Hughes, Phillip Aldrich, J. O. Henning, M. V. Nobles, J. G. Putman, Jesse Wood, ———— Scott, P. D. Aldrich and M. S. Gibson. The organization meeting was held in the village of Willow River on July 27, 1850. The first Board of Trustees consisted of three members, viz: J. G. Putman for one year, Phillip Aldrich for two years and Ammah Andrews for three years. The charter certificate is recorded in the St. Croix county records as of July 29, 1850.

The first parcel acquired by the Trustees for cemetery purposes was purchased from Ammah Andrews and wife consisting of about five acres shown on the Town Plat as Outlot 140, and some adjoining tracts. The conveyance is

dated May 29, 1852. This is the tract commonly known as the "Old Cemetery", lying west of Ninth street and extending westerly to Seventh street. There were interments in this tract in 1850 as shown on the cemetery records and by tombstones still standing. Indeed it is believed that interments were made here even before the Association was formed, of which there are still some evidences but no headstones.

Inasmuch as the villages of Willow River and Buena Vista had been established in the early 40's, and the first settlements preceded that decade, obviously some place of burial must have been provided. In the case of Silas Snell who was buried on Liberty Hill in 1847, and perhaps in other cases, burials were made at scattered places, as was the case of a little daughter of Col. James Hughes, who was buried in 1857 near the family home long since torn down, in what is now the backyard of the Hudson Rest Home. The headstone over that grave was there when the writer was a boy.

For many years after the "Old Cemetery" was laid out, the only access thereto was by way of Locust street, thence up a ravine a short distance south of that street winding easterly up the hill to a south entrance. That is the reason why the markings on the tombstones in that cemetery face the west. Ninth street was not cut through or improved for a long time after the cemetery was established. The cemetery records contain a minute to the effect that in the summer of 1883 that street was in such condition that the



THE WAR MEMORIAL in Willow River cemetery is dedicated to Veterans of all Wars. It was erected in 1929.

attention of the City Council was called to the matter with the request that necessary steps be taken "to put said street in a passable condition so that funeral processions from the city to the cemetery can pass easily and comfortably over said street." Remembering that vehicular traffic was horse-drawn at that time, the condition of the street must have been deplorable indeed.

By 1878 it became apparent that

the "Old Cemetery" would soon become inadequate for the needs of the community. Acting upon the advice of a committee that had been set up to study the matter, the association in November, 1880, started the acquisition of the property lying east of Ninth street, which put together with the vacation of the intervening streets was laid out as the "New Cemetery" or Yard No. 2. This is the portion of the premises wherein the Glover vault is the predominant structure.

Since then the "New Cemetery" has been extended southerly to Wisconsin street, by the purchase of property between Ninth and Eleventh streets, shown on the cemetery records as Yard No. 3. A considerable tract lying east of Yards 2 and 3 known as the Olish property was later acquired, and with the vacation of Eleventh st. the association now owns a solid body of land well suited for the burial needs of the community for years to come. Prior to the purchase of the Olish property the association had acquired the undeveloped parcel lying on the west side of Ninth street between the "Old Cemetery" and Wisconsin st. At the south end of this tract the association built a residence for the sexton in 1938, the previous house occupied by the sexton at the northeast corner of Ninth and Wisconsin streets having been removed to furnish additional burial space in Yard No. 3.

The beautiful chapel which is located near the entrance in Yard 3 was erected in 1921, the gift of Mrs. David Humbird. It adds great dignity to the premises. Arthur Lee was the architect and builder.

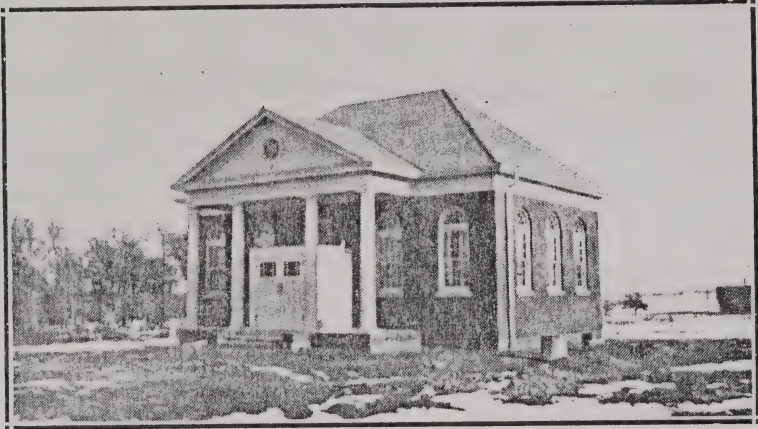
The soldiers' monument is located on an extensive plot nearby, which was dedicated by the association in January, 1929, for the burial of veterans of all wars and their widows.

Perpetual care is provided for by an endowment fund established March 23, 1905. This fund has been built up by applying annually thereto varying percentages of the amounts received from lot sales as conditions from time to time warranted, such amounts being invested in interest bearing securities as allowed by state law.

In 1887 the Board of Trustees was increased to five members, but in 1905 for legal reasons the number of trustees was reduced to three. On July 8, 1907 the by-laws were amended again increasing the number of trustees to five, which is the present constitution of the Board.

The records prior to 1861 are sketchy. The names of trustees and officers succeeding those named in the charter are not shown. Since 1861 a good record has been kept, from which it is clear that the association has had the support and active service of the most prominent citizens of the community. Simon Hunt was president from 1861 until his death in 1893. His successors were P. Q. Boyden, C. A. Cross, E. E. Gatchell, C. J. Birkmose, N. O. Varnum, C. E. Day, Joseph Yeorg and the present incumbent, John M. Hughes. Mr. Birkmose took great interest in the beautification of the premises. The fine group of evergreens at the entrance were planted under his direction.

II. C. Baker and D. C. Fulton



THE HUMBIIRD CHAPEL in Willow River cemetery, was erected in 1921 by Mrs. David Humbird.

served as Secretary-Treasurer at different times prior to 1878, when James A. Andrews took over and served for 34 years. He was followed by Joseph Yoerg, F. O. Cray, D. L. Menkey and J. H. Walker. A. G. Hennington was elected to that office in 1923 and served until his death in June, 1949, since when his son, Russell Hennington has served in the capacity of secretary-treasurer.

The first sexton of record was Nathaniel H. Bartlett, a well known citizen of early Hudson. He was paid on a fee basis: \$2.00 for each burial from April 1st to December 1st, \$2.50 during the winter. While these rates increased slowly, the last sexton to be paid on a fee basis was Samuel Nebel. Since 1905 the sexton has been paid on a monthly basis with house rent free after a house became available. The present sexton is Ray Dellefsen. His service

commenced April 1, 1930. Under present practice the sexton sells lots at the cemetery, the transactions being completed with the secretary-treasurer.

The present Board of Trustees is composed of the following persons, viz: John M. Hughes, president; Clarence Armstrong, vice-president; Robert G. Varnum, David Hope and Albert Yeorg.

The records throughout the history of the association show that the annual meetings have been sparsely attended by the members, who are the lot owners. A more active interest on the part of members would be welcomed by the trustees. The financial problems of the association are becoming ever more difficult. The members should become acquainted with these problems and help to solve them in the best interest of all concerned in the administration of this community institution.

Early Residents of Hudson Petitioned For Land Appraisal

When Wisconsin became a state in 1848, the title of the 16th section of every township became a part of the common school fund under a Congressional act of 1825. Under another act of Congress of 1841, an additional tract of 500,000 acres was set aside from the public domain. The selection of this land was made by agents of the state. So it was that in 1848 Philip Aldrich became a commissioner to locate state school lands in what was then St. Croix county. In the following year a land office was established at Hudson, but the school lands, because they had neither been appraised nor were part of the public domain, could not be offered for sale.

The following petition to the Governor of Wisconsin by residents of the Hudson region illustrates this particular phase of the disposal of public lands. This unique and important historical document is preserved in Wisconsin Historical Society.

"To His Excellency Nelson Dewey,
Governor of Wisconsin:

"Your Memorialists residents of Saint Croix County, Wisconsin, Would most respectfully represent that the School Lands selected in this Land District, and in their present situation tend to retard

very materially the settlement of this part of the state—Your petitioners have learned that our member of the Legislature, Hon. J. Watrous, while at Madison recommended the appointment of Joseph Bowron, Sylvander Partidge, and John O. Henning as appraisers for said lands would most earnestly petition your excellency to make the said appointments at the earliest day possible.

"And as in duty bound, etc.

"Dated at Willow River, St. Croix Co., April 15th, 1850."

Philip Aldrich, M. S. Gibson, Moses Perrin, Ebenezer Clauson, Ammah Andrews, J. W. Stone, T. E. Bonin, Wm. R. Anderson, V. H. Denison, John G. Rockwood, Thos. P. Catlin, R. H. P. Snodgrass, C. B. Cox, P. D. Aldrich, James Walston, P. F. Bouchea, America Jones, Geo. W. Pearson, R. McArthur, M. H. Patten, John B. Page, Wm. Kimbrough, R. Philbrook, Wm. Daily, James Canavan, O. M. Tuple, George E. Deally, John J. Mount, E. Sutton, D. Hill, David Dunkle, John Davis, John Vielly, John Morse, William Scott, J. G. Putnam, John Mevon, Ephraim Harnsberger, L. M. Harnsberger, H. Doe, D. Thing, James Purington, A. G. Stiphens, James M. Bailey, D. B. Bailey, J. Cornelison, G. W. McMurphey, Willard Thing, Henry Thaxter, Gorg Schafer, Moses J. McCoy, Charles Walbridge, John Hunt. — Star-Observer, September 2, 1943.

Early History of Hudson Papers Told

The first newspaper published above Prairie du Chien, on the eastern side of the river, was in Hudson. It was the St. Croix Banner, the first number of which was issued on the 20th day of January, 1850, just 17 years ago. Col. [James] Hughes, of this city, was editor and proprietor, but was assisted in his editorial duties by (his wife), Mrs. Elizabeth Hughes. In politics, the Banner was whig, of the Henry Clay order. It was a small six column paper. It was published but a short time.

In the same year, Messrs. Sexton & Johnson commenced the publication of the St. Croix Inquirer. This, too, was a very small sheet, only five columns in size.

Next followed the Hudson Journal, started by U. B. Shaver, in 1853. It was a six column paper, democratic in politics. Col. Hughes afterwards became proprietor, changed its politics, and continued its publication until it was destroyed by fire in 1854.

Next came the North Star, owned by Dr. [Otis] Hoyt, with U. B. Shaver, as editor. The first number was issued in the fall of 1851. After a short time, Mr. Shaver retired and was succeeded as editor by Edwin Thing, who was also succeeded, after a short time by E. R. Otis.—The Star was

strongly democratic, and a spirited and excellent local paper.

In August, 1856, Col. Hughes started the Shield and Banner, a republican paper. Its name was afterwards changed to The Pathfinder, and it was published as a campaign paper.

Next came the Hudson Chronicle, a republican paper, published by Beal & Wilson, assisted by Hall & Bro., with T. D. Hall as editor. Hall & Bro. and Wilson retired, and Frank Daggett became associated with Beal as editor and one of the publishers. After a short time Mr. Daggett retired, leaving Mr. Beal sole publisher, who engaged Dr. I. N. Van Slyke as editor. Dr. Van Slyke was succeeded by James Densmore who was connected with it a few months.

In July, 1860, the Chronicle was sold to H. A. Taylor, who changed its name to the Hudson City Times. In the September following T. S. Seymour purchased an interest in the Times, and was one of its publishers until January 1, 1864, when he retired, Mr. Taylor remaining proprietor.

The North Star changed proprietors several times. It went from Dr. Hoyt's hands into J. D. Reymert's possession, and was purchased from him by Clewell & Elwell, in the fall of 1857. In October, 1860, Mr. [Stephen A.] Clewell sold out his interest to S. S. Starr, but purchased it back two years subsequent, and soon afterwards purchased Mr. Elwell's interest.

In September, 1864, the Hudson North Star, owned by S. A. Clewell, and the Hudson City Times,

owned by H. A. Taylor, were consolidated, under the name of the Hudson Star and Times, H. A. Taylor & Co. proprietors, under which name and proprietorship it is now published.

The Star and Times office was totally destroyed by fire on the 19th of May, 1866, but was immediately replaced by a much larger office, and the paper enlarged to an eight column sheet, its present dimensions.

The Star and Times is in size very much larger than any of the papers heretofore published here, is far superior in mechanical appearance, and has a circulation double that of any of its predecessors. It is of the same size of the largest country papers in the State, and much larger than most of them. It is the purpose of the present proprietors to improve it as fast as the development of the country will warrant, and to publish a paper which will in all respects fairly represent the growing interests of the "Great Northwest."—Hudson Star and Times, January 9, 1867.

Oliver Wendell Holmes Hospital

Hudson's first hospital, which was located at the north end of Seventh street, overlooking Lake Mallalieu, was built in 1887, and named the "Oliver Wendell Holmes Hospital".

It was built by Dr. Irving D. Wiltrout (1855-1931), who served as superintendent and physician in charge for a number of years.

The large hospital building was in existence up until recent times, but a disastrous fire leveled it in May 1934. In 1894, Dr. Samuel C. Johnson (1842-1903) purchased the institution from Dr. Wiltrout and added many improvements and changed the name to The Sanatorium. From Dr. Johnson's death in 1903 until it was purchased by Dr. Edward B. Bradford (1864-1953) in July 1905, the place remained closed. Dr. Bradford operated the Sanatorium continuously until 1934.

Hudson's first hospital was called the Oliver Wendell Holmes Hospital because of Dr. Wiltrout's great admiration to the writings of the celebrated American physician, poet essayist and novelist, Dr. Oliver Wendell Holmes (1809-94), the sage of Boston. Consequently the hospital was named for the celebrated writer.

Dr. Holmes and Dr. Wiltrout carried on a correspondence prior to the dedication of the hospital, and today Dr. Holmes' priceless letters are preserved by the St. Croix Historical Society in Hudson.

It is a widely known fact that Dr. Holmes was highly honored to have the hospital named in his honor, and in appreciation wrote an "Inaugural Poem" or Hymn for the dedication program on Tuesday, June 7, 1887.

The dedication poem, written by Dr. Holmes, was read on that auspicious occasion by none other than Dr. Cyrus Northrop, then president of the University of Minnesota.

The distinctive honor of pub-

lishing for the first time, anywhere, of that famous Holmes poem goes to the Hudson Star and Times, which on June 10, 1887, printed in its entirety the Inaugural Poem. Since that time the poem has been printed in a number of Holmes anthologies.

The old Oliver Wendell Holmes Hospital was run by an association, similar to the one functioning for the Hudson Memorial Hospital. The president of the association was Alfred J. Goss, with John Comstock as first vice president; John E. Glover, second vice president; Thomas Hughes, secretary, and treasurer, Rev. M. Benson.

The directors of the Oliver Wendell Holmes Hospital association contained some of the most prominent and illustrious citizens. They were John C. Spooner, Michael Griffin, Maj. D. C. Fulton, Herman L. Humphrey, William H. Phipps, Phineas B. Lacy, Charles Wiltrout, James Johnston, Prof. R. B. Dudgeon, H. A. Taylor, H. C. Baker, A. P. Goss, Christian Burkhardt, William Johnston, Merton Herrick, Otto W. Arnquist, William H. Crowe and Dr. Irving D. Wiltrout.

The superintendent was Rev. M. Benson, with the matron being Mrs. M. Benson; the superintendent of nurses was Alcinda Auten, M.D.; the chief female nurse was Margaret Kerr, while Cyrus J. Raymond was chief male nurse. The clerk was Nina Benson.

Staff

The medical staff consisted of the following: Dr. Henry M. Lyman, Dr. J. H. McBride, Dr. C. H.

Hunter, Dr. C. A. Wheaton, Dr. Alexander J. Stone, Dr. Samuel C. Johnson, Dr. George F. French, Dr. John F. Fulton, Dr. Eugene Riggs, and Dr. Perry H. Millard.

The physician in charge was Dr. Irving D. Wiltrout, with Dr. C. F. Merkle, the resident physician, and Dr. F. W. Epley as microscopist.

In a small 16 page brochure, which was published at the time of the Oliver Wendell Holmes Hospital dedication in June 1887, a description of the site was printed: "Upon a beautiful slope of Willow River and about a mile from its mouth, overlooking Lake Mallalieu, an expanse of the river and commanding the most delightful and extensive views, the hospital is located. It is built on the highest point, more than 90 feet above the lake, the entire area of the grounds being covered with magnificent forest trees, while finely kept carriage drives and foot paths lead down to the water's edge. Commodious boat houses and bathing houses skirt the banks. The proprietors have spared neither pains nor expense in laying out and making the extensive grounds attractive and of unsurpassed beauty."

As to the building and its architecture, the 1887 dedication booklet contained this description: "The building is a modification of the Queen Anne style and was designed by the eminent architect, L. S. Buffington of Minneapolis, under the direction of Dr. Irving Wiltrout, the projector of the institution. It is four stories and is surrounded by a broad

and spacious veranda affording patients a desirable promenade. This veranda in winter time will be enclosed with glass and warmed by steam, thus affording a delightful place where the invalid may promenade in the sunshine during the cold months. The views to be obtained from some of the upper chambers and from the observatory on top of the house are strikingly beautiful. The building

is finished in natural oak throughout; and the plans which for architectural beauty, convenience and adaptability to hospital work cannot be excelled. It is the testimony of all who have inspected the building and more especially the testimony of superintendents of similar institutions that in thoroughness of detail the building is unapproached by any institution of like character."

The Jefferson-Day House, One of City's Colorful Landmarks, Was Built in 1857



THE JEFFERSON-DAY house, built in 1857, is now owned by Dr. and Mrs. P. J. Sauntry.

One of Hudson's most historic ante-bellum landmarks is the Jefferson-Day-Sauntry house at 1109 Third street.

The house has a long and historic past. Built by a Mr. Harris, a Southerner, in 1857-58, it was the center of a gracious and com-

fortable existence. Harris, a horse fancier and sportsman, lived there only a few years. Following the death of his wife, he took his two daughters and returned to the south.

By a strange coincidence, one

of Harris' daughters became the grandmother of Harris Frazer, who many years later married Anita Haven, daughter of Mr. and Mrs. Spencer Haven, pioneer Hudson residents. The Frazers live in Glencoe, Ill.

Next to occupy the house were Mr. and Mrs. Amos Jefferson. Jefferson was the second president of the First National Bank of Hudson, and a man of importance in the community.

As a youth, the now famed brain specialist, Dr. Wilder Penfield, O.M., of McGill University in Montreal, resided in the house. He was a grandson of the Jeffersons.

During the Civil War one room of the house was used by the Ladies Library association, which was the forerunner of the Hudson Public Library.

In reminiscing, the late Mrs. Medora Day would recall how she would visit the Jefferson home when it housed the library association and see the ladies attired in black sitting around the table in the center of the room reading the Civil War lists in the newspapers. There would be occasional weeping, too, when one of the women would see listed the name of a friend or relative who died in the service of his country.

Another feature of the house is the extra wide doorways, which were constructed in that manner so as to accommodate the ladies' hoop skirts of that period.

One piece of furniture which was sold with the house is a tall pier glass mirror, now considered

a rare and valuable antique. This mirror was brought by Chapin Hall from Philadelphia in 1867, as a part of the furnishings for his hostelry, the Chapin Hall House.

When Chapin Hall House burned in 1872, Amos Jefferson purchased the mirror, along with its exact mate, at a street auction following the fire. The other mirror, an exact duplicate, is now owned by Mrs. Ward D. Thomas (Irene Bunker).

The mirror in the Jefferson-Day house has stood in the same place in the living room since it was placed there in 1872.

Historians tell that the house stood there when Third street was just a trail, with no sidewalks. They claim it was just a zig-zag path between trees, whose projecting roots were a grave hazard.

The sturdy two-story house, where rooms have 11-foot ceilings, was built of massive white pine timbers. The original foundation is still as solid as when it was built. The original ceiling decorations are intact and the plastered walls, placed there nearly a century ago, are almost uncracked.

One of the house's prime points of beauty is the solid walnut carved bannister on the stairway.

The house was owned and occupied by Mr. and Mrs. C. E. Day from 1919 to 1953, when it was sold to Dr. and Mrs. Peter J. Sauntry.

A special religious service was held in the house in December 1953, when the edifice was blessed by the Rev. Peter Snyder, a native of Leyden, Holland.

Hudson Park Board Set Pace For City's Fine Park System

Interested and far-sighted citizens of Hudson realizing the need for picnic and recreational areas within the city, which had been so endowed by nature were responsible for the present park system's organization which now totals approximately 59 acres exclusive of athletic parks and playgrounds and city approach areas.

In response to a petition of citizens the city council purchased the present Prospect park property on October 18, 1885 from John M. Knapp of Auburn, New York at a price of \$3500 for the 28 acre area.

On July 9, 1891 the first Park commission was appointed consisting of C. W. Porter, T. L. Moss and J. H. Wingender. On June 7, 1897 upon resignation of Moss, C. J. Birkmose was appointed to fill this vacancy and it was through his continued service and interest that the Hudson Park system developed rapidly.

The Pavilion building and a small band stand were constructed at Prospect park in 1913. The pavilion which was located on the property recently deeded by the city to the Hudson Memorial hospital was completely destroyed by fire and the small band stand at the elevation above the present picnic grounds was later demolished when the need was no longer apparent.

The dining room and kitchen, still a popular picnic spot at Prospect park was provided in 1914

through the generosity of C. J. Birkmose, H. C. Baker and the Hudson Board of Trade.

On May 14, 1920, C. E. Day, secretary of the board recorded the proceedings in which the commissioners C. J. Birkmose, E. H. Nagel, W. H. Phipps, N. O. Varnum and B. C. Bunker took action to obtain title to the block of Lake front between Walnut street and the north line of Myrtle st.

On July 29, 1921 the board contracted for the construction of the present wall at the north end of Lakefront park, over one-thousand dollars of the cost having been raised by popular subscription.

On August 11, 1922, the H. J. Andersen family of Bayport donated two thousand dollars to the Park board for a suitable memorial at the Lakefront to H. J. Andersen and Herbert Andersen. In October of the same year a contract was let to the LaCrosse Dredging company to fill behind the wall but before one day's work had been completed the south section of the wall gave away as a result of water pressure and cancellation of the contract was effected. This section of the wall was soon replaced by a local contractor and a dry fill followed to complete this area of the park.

On September 13, 1923 the Central and Local Lumber companies deeded to the city for park purposes the area from Walnut street



THE LAKEFRONT PARK, as it appeared in 1923. Note the small pine trees in the foreground have now reached maturity.

south and as of this date the board accepted the property of the present Birkmose park, a gift from Park board president, C. J. Birkmose. Here a beautiful view of the scenic St. Croix river is enhanced by Indian Mounds, the authenticity of which had previously been verified by state Historical Society representatives.

On April 29, 1924 the contract was let for construction of the bath house through use of funds previously provided by the Andersen family and this building served well in its capacity for many years, its popularity being stimulated in 1939 by the installation of a 370 foot bathing pier complete with diving boards and other features.

Use of this beach and the equipment provided was discontinued some years ago when the State Health department declared the

water unsafe for swimming.

Completing years of valuable service in the promotion of the Hudson Park system, C. J. Birkmose was forced to resign due to failing health in 1932 at which time the late Dr. E. B. Bradford replaced him.

In 1933 Dr. Bradford supervised the construction of the wall in the central portion of Lakefront park, which project was followed by the building of a set of Tennis courts in this area and a flower garden provided by the Woman's club, which continued to be a valuable attraction until flood conditions caused by Government dams forced the discontinuance of these features.

Through the will of a local resident, Mrs. William Kaster a drinking fountain was provided for the North area of Lakefront park in 1934. In 1933 Mrs. J. F.

Lauterbach was appointed to the board and became its president in 1935, a position she held until 1946, when she resigned due to ill health. In 1938 rest rooms and outdoor fireplaces were provided for Lakefront park's new picnic grounds.

In this same year (1938), the present band shell was constructed at a cost of approximately \$2800 including fixtures combining the best features of plans obtained from various cities from coast to coast. This building was completed and dedicated together with the new picnic facilities on June 26, 1938 with a band concert and river show, 3000 people attending.

Through the years many individuals and organizations have contributed to the growth and facilities of the Park system, a most recent example being the construction of a wading pool at the Lake-

front picnic area by the local South Side Businessmen's organization, The South Side Boosters club, which was completed last summer.

In 1946 due to the high water conditions it was necessary to increase the height of the wall at the north section of the Lakefront and it is the hope of the board that some means can be formulated to extend the height of the wall north of the bath house and fill this section to a point to eliminate the flooding of this area each spring.

Members of the present board of park commissioners include Starr C. Denniston, president and for many years a most active member of the board, Mrs. J. E. Newton, vice president, E. H. Nagel, G. J. Schueler and Martin E. Trolen, recently appointed to succeed the late D. F. O'Connell. E. L. Jones has served as secretary for many years.

Episcopal Church Had Its Beginning With the Visits of Bishop Kemper

The earliest records of the Episcopal church in this vicinity are notations from the journals of Bishop Jackson Kemper, first Bishop of the Northwest Territory and the first Bishop of Wisconsin.

He writes of services held in Willow River and vicinity. These visitations of Bishop Kemper cover a period roughly of 1850 to 1860. In the 1860's and early 1870's, the Rev. A. B. Peabody residing at

Wagon Landing, made journeys throughout this area as far south as Prescott. He records services and ministrations held in and near Hudson in his diary.

Verifiable history begins with the Rev. Henry Langlois who took charge of the mission at Hudson September 1, 1879, the mission having been organized in 1878. Services appear to have been held in a "Congregational" church. The

salary paid this missionary varied between \$250 and \$200 per year.

Feeling that the "Congregational" church was insufficient for their needs, the people bought the lots on which the church and rectory now stand. In August 1882 the foundation of the church was laid. On September 21, Bishop E. R. Welles laid the corner stone, which stone cost the mission ten dollars.

Upon the resignation of Fr. Langlois in October 1883, the Rev. James Slidell took charge of the mission. During his ministry the church structure was completed. The church was dedicated on Sunday, June 8, 1884. The mission appears to have been run on almost a cash on delivery basis, for six months later (December 4), the building was consecrated.

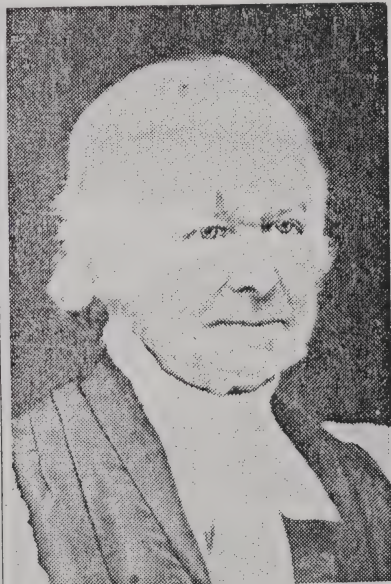
In the following year on August 1, St. Paul's rectory was started, and finished three months later. In November a furnace was installed and the building was dedicated.

Having seen the mission through its period of building, Fr. Slidell accepted a call to Trinity church, Janesville, Wis. The Rt. Rev. E. R. Welles appointed the Rev. John O. Ferris as his successor. Fr. Ferris arrived on April 3, 1887 and left in November of the same year for Christ church, Chippewa Falls.

On Advent Sunday of the same year the Rev. George Gibson assumed his duties as missionary of "Hudson, Baldwin, and points adjacent". On Easter 1888, a font, the gift of Mrs. David Humbird was blessed.

The Rev. Wellington McVettie

took charge on January 1, 1892. Fr. McVettie gives the following account of the work done on the church during his ministry at St. Paul's: "During the years '92, '93, and '94, the grounds were placed in proper condition — outside of both church and rectory painted—the church never having been completed inside, from '94 the work



Rt. Rev. Jackson Kemper,
first Episcopal Bishop of
Wisconsin, who visited
Hudson in the 1850's to es-
tablish the church here.

began and was steadily pursued. Keeping out of debt, until the year 1897 when it was completed — when all could look with pleasure upon the results of their labors — a beautiful structure, churchly in every respect—the last two years we have given our attention more to the furnishings

of the chancel—I held last service here May 25, 1902. My resignation taking effect June 1."

L. R. S. Ferguson took the services of St. Paul's beginning October 2, 1902. Mr. Ferguson was a lay reader at the time. Eight weeks later he presented a class of eleven for confirmation. After a thorough investigation it was decided to remodel the church. A committee to take charge of the work was appointed, consisting of David Humbird, F. O. Crary and L. R. S. Ferguson. The chancel was enlarged, new choir stalls were purchased, and a pipe organ was installed. This involved an expense of about \$2,000.

December 17, 1903 saw the Rev. L. R. S. Ferguson advanced to the Sacred Priesthood by Bishop Isaac L. Nicholson. On the same day Fr. Ferguson was instituted as the first rector of the parish. Fr. Ferguson resigned on March 1, 1906.

July 1, 1906 was the day William Watson took charge of St. Paul's parish. A year and a half later he was instituted as rector by the Ven. H. E. Chase, arch-deacon.

An interesting note as to the spiritual development of the parish is seen in this entry in the Parish Register: "The Rev. Harvey Officer, Jr., O. H. C. held an eight day mission: Holy Communion daily at 7:30. Daily intercessions at noon. A children's mission each day at four o'clock. Children's Eucharist on Quinquagesima Sunday, and Sermons and Instructions every evening at 7:30. The whole of the services were fairly well attended."

From July 15, 1909 to 1912, C.

B. Blakeslee served this parish. There is no record of this period.

The Rev. Thomas C. Eglin of the Diocese of Chicago came to this parish on December 12, 1912. He also was priest-in-charge of the missions of River Falls, Prescott and Ellsworth. The summary of the progress of matters during the twelve-year rectorate of Fr. Eglin is thus made: "There have been improvements to the church, rectory and grounds. It soon became evident that the basement walls of the rectory needed protection. Accordingly it was excavated and retaining walls added. An electric organ blower was purchased for the organ. A curbing was added to the front of both lots. A new porch was built on to the rectory and the rectory was painted. Excavations were made in the basement of the church and a kitchen was provided for work. A new furnace was purchased and also a stove for the chapel. Some altar furnishings were given and a Litany Book given in memory of Kenneth Kent Lippincott."

Fr. Edward Leonard came to St. Paul's in 1924 after Fr. Eglin went to Elkhorn. A new oak floor was laid in the church. This was a gift of Mrs. T. E. Williams who also gave carpets for the aisles.

After a two year rectorship in Hudson, Fr. Leonard went to Racine. The rectory was rented for a short period of time. During this period a chimney fire necessitated extensive repairs. At the same time a new furnace was installed.

During the rectorate of Fr. Peter Keicher the church was reshingled. The Guild raised the

necessary amount of money, over four hundred dollars. Additional kneeling benches were made. The covering for these was given by Mrs. Ella F. King.

After three years Rev. and Mrs. Keicher left for Indianapolis.

The next rector was Rev. B. A. Williams who came in 1930 from Seabury Divinity school at Fari-bault. St. Paul's was his first church and here he was ordained deacon and priest. During his seven year stay the exterior of the church was painted. The church and organ were damaged by smoke and water in a fire. Fortunately the fire was discovered in time to save the building. The insurance was sufficient to cover the damage.

In September 1932, the fiftieth anniversary of the building of St. Paul's church was celebrated. Bishop Frank Wilson came from Eau Claire to celebrate Holy Communion. In the afternoon a reception was held at the home of Mr. and Mrs. E. A. Harding for members and friends of the parish. The speakers were Bishop Wilson, Fr. Ferguson, William Johnston, W. Y. Burton, Rev. Stoughton and E. A. Harding.

In the spring of 1937, Rev. Williams accepted a call to Ogden, Utah.

The interior of the church was painted in May, 1937 as a project of St. Paul's Guild. In June the rectory was redecorated and other repairs were made under the supervision of a committee composed of Earl Ross, O. J. Solheim and Richard Munch.

The Rev. Leslie Skerry Olsen held his first service in St. Paul's church on June 20, 1937 and be-

came rector immediately after his ordination to the priesthood. He was ordained in Christ church Cathedral, Eau Claire, June 27, 1937 by Bishop Wilson.

During this time the oak processional cross was given as a memorial by Mrs. M. E. Stewart, the Prayer book and plaque by Miss Helen Mickelson, American flag by Fred Kermott, the brass offering plates in memory of Harry Harding. James K. Johnson donated a piano for the Guild hall.

In May 1941 a group of men met to do some repairing on the church and from that meeting evolved the Exercise club which was to play a great part in the material development of the parish. They repaired the sacristy porch, tore down the old furnace, removed 300 cubic yards of sand rock from the basement, supervised the building of new concrete block walls and concrete floor for the basement, reinforced the main floor of the church, built brick walls for the furnace room and powder room, put up the ceiling and cedar paneling and eight fixtures in the new basement.

A group of younger people of the church organized "The Questers" in December of 1940. This organization grew to include not only all the young people of this parish but many outside this church. They assumed responsibility for the completion of the reception room.

Fr. Olsen accepted a call to Elkhart, Indiana in August 1943.

In October of 1943 the Rev. Harlan R. Coykendahl, having previously served as chaplain in the U. S. Army, came as rector. Dur-

ing his tenure improvements were made to the rectory and in the kitchen of the church rooms. His rectorship ended June 1, 1950 when he resigned and went to Gethsemane church, Minneapolis, as assistant to the rector. He is now rector.

In July of 1950 the Rev. Robert C. Kilbourn accepted the vestry's call to be rector and became resident July 20, 1950. A bequest from the late Dr. Boyd T. Williams made possible the installation of an oil-burning furnace and numerous improvements in the church and rectory buildings.

On January 24, 1954, the 50th anniversary of St. Paul's becoming a parish was observed in conjunction with the 50th anniversary of the ordination of the Rev. L. R. S. Ferguson to the Sacred priesthood.

This year marks the separation of the congregations in Ellsworth, Prescott and River Falls from the care of the rector of St. Paul's. The congregation in New Rich-

mond will continue as an associated mission.



Rev. Harlan R. Coykendall, rector of St. Paul's church from 1943 to 1950, served as an Army Chaplain in World War II.

Recollections of Elizabeth MacKay Describe Early Hudson

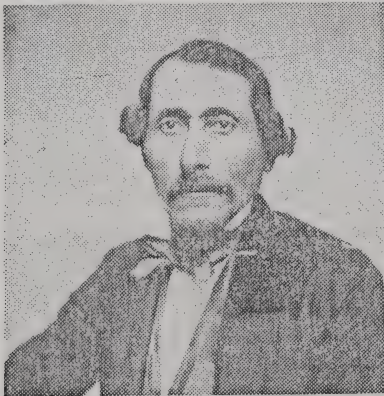
(Editor's note: Elizabeth Bouchea MacKay (1856-1939), was the daughter of Peter Bouchea (Pierre Francois Boucher and Bouchea), a fur trader and an early resident of Hudson. In 1937 Mrs. MacKay was interviewed by a representative of the Minnesota Historical Society regarding her recollections of the early days. A transcript

of these recollections, preserved in the Minnesota Historical Society, are presented here).

According to Mrs. MacKay, her father was the son of a Frenchman and a Chippewa woman. He was born and reared in northern Wisconsin, probably about 1812.

Mrs. MacKay was born in Hudson, in 1856, the child of her fa-

Grantsburg, Wisconsin. During the spring Mrs. MacKay was invited to pay her father a visit. She left Hudson on the "stub" train for Stillwater where she spent the night with friends. The next day she left for Rush City. At Rush City she learned from two men she encountered on the station platform that it would be impossible to cross the St. Croix river. Mrs. MacKay learned that in order to reach the river she would have to walk four miles



Peter F. Bouchea (1815-75), one of the founders of Hudson.

through snow and slush, but that if she did so, it would be possible to walk out to the middle of the river on the ice and meet a boat coming from the Wisconsin side for the mail. Mrs. MacKay decided to accompany the men four miles through the snow. The month was April. She was wearing a heavy green skirt, with numerous petticoats, and a plaid shawl. By the time she reached the river, these skirts were wet from mud and slush. However,

ther's second wife. One of her earliest recollections is that of visiting a sugar camp with her parents on the Apple river. She was about five or six at the time. The camp was about one day's drive from Hudson. She believed that it was the custom for two or three families to pay annual visits to this camp for the purpose of making maple sugar.

While residing in Hudson the Bouchea family lived in a story and a half house. During the winter, according to Mrs. Mackay the furs acquired by her father in trading were stored in the upstairs bedroom. In the spring they were sent to St. Paul or shipped to St. Louis.

One morning, during the last year of the Civil War, Mrs. MacKay upon coming into the family parlor found rolls of blankets scattered around the floor of the room. These rolls of blankets consisted of Indians, who had spent the night in the house. Her mother served breakfast to them in individual milking pans. It consisted of some cooked preparation unknown to Mrs. MacKay. Later, she understood, her father accompanied these Indians to St. Paul for the signing of some treaty. Upon their departure for St. Paul the Indians left behind a small black bear cub. The following autumn the cub was killed and roasted for the wedding of some relative after his return from the war.

To Grantsburg

When Mrs. MacKay was about 15 or 16 years of age, her father was taking care of a store for a family named Peck. The store was located near the present

she walked out on the ice and met the boat coming for the mail. The western half of the St. Croix river was still frozen while the eastern half was open at that time.

On the opposite shore of the St. Croix stood a lumber camp. A man whom Mrs. MacKay believed to be head of the camp assisted her from the boat and invited her to have a meal at the camp. At that meal Mrs. MacKay

was the only woman among, perhaps, several hundred men. After it she travelled by wagon across country to the store where her father was living. Her visit with him continued for about two weeks.

Mrs. MacKay's father, Peter Bouchea, died in 1875. He had gone on a visit to a brother at Fort William, Canada. He is buried at Fort William.

Historical Sketch of Women's Club of Hudson; First Meeting in January 1916

by Genevieve Cline Day

On the seventh of December, 1915, a group of 35 enterprising Hudson women met in the basement of the public library for the purpose of establishing a Woman's club in the city of Hudson. They elected Mrs. Spencer Haven as their president, appointed several committees, discussed projects and planned a definite course of action.

The first regular meeting of the club was held on January 17, 1916. By this time the organization had a full panel of officers, a board of directors, working committees, and was arranging to join the state federation. During the first year the membership had increased to 78 and these women were all recorded as charter members. As nearly as can be ascertained, twenty-three of these charter members are still living, many of them remaining active in club work.

During the first few years of

its existence the club was involved in problems arising out of World War I. Various committees did charity work among needy families, served and knit for the soldiers, adopted a war orphan and aided in war bond drives.

There has been a steady increase in club membership, with the total enrollment remaining at about 175, and the average attendance at approximately 70 at the regular bi-weekly meetings. Present membership is 215 with an average meeting attendance of 80.

For a period of twelve years following 1916, meetings were held in the library basement. When the city hall was built in 1928 the club, which had contributed quite substantially toward furnishing a community room, thereafter convened at that place.

With the erection of the new school building in 1953, quarters were again changed, and the organization is at present established

in the new community room, which it has also helped to furnish and decorate.

Enterprises

Paramount among the many aims of the Hudson Woman's club has been the desire to engage in as many civic and patriotic enterprises as possible and to provide programs which are both educational and entertaining. In order to better carry out these purposes, this club in 1924, joined the National Federation of Women's clubs, and also, in the same year, adopted the departmental method of procedure for its own work.

Under the auspices of these departments various sections were devoted to the study of art, music, travel, gardening, education, history, civics, current topics, home economics and public welfare. Every member of the club is expected to take some definite part in the work of the organization during each year.

Drama

Drama has always been an important element among the club's various activities. Throughout the years the club women have produced a vast number of skits, costume parties, musicals, operas, home talent plays, and several very elaborate pageants. The great majority of these have been written and directed entirely by the members themselves.

The Pageant of Shawls was so successful that it was later repeated at a Woman's club district convention. Scenes from the early history of Hudson have been authentically portrayed on several occasions, in colorful pageantry, and in 1948 the club celebrated

the centennial of Wisconsin's statehood with a series of beautiful tableaux. A pageant in 1932 commemorated the bi-centennial of George Washington's birth.

Unique in the way of entertainment and also serving as a money making project, were the three "Festivals of the Nations" which were held at different times in the old armory hall. These were patterned after the St. Paul International Institute festivals, with colorful national booths, gay costumes, folk dances and unusual foods.

In order to broaden its field of operations the Hudson club has frequently been associated with the Junior Woman's club, the Parent-Teacher's association and other neighboring organizations, in an exchange of talent and a presentation of joint programs. The St. Croix county conventions and the eighth district conventions have several times convened in Hudson and delegates from the local club have held official positions in these same federations. In 1944 the Hudson Woman's club was signally honored when one of its outstanding members, Mrs. George Thompson, was elected president of the Wisconsin State federation. Mrs. Thompson is at present (1954), a member of the board of directors of the General Federation of Women's clubs.

While routine programs and occasional entertainments usually comprise the most obvious part of club work, it is generally true that the less apparent accomplishments, and those not so well known, are the determining factors in the real value of an organi-

zation to the community in which it operates. This is unquestionably true of the Hudson Woman's club. Ever since its inception in 1916, this club has dedicated itself to the "cultivation of higher ideals of civic life and beauty, the improvement in home and community surroundings and the betterment of living conditions". (Quoted from the club year book).

Worthy Projects

At no time has the Hudson club elected to be strictly a money making group. The annual dues have always been small, barely covering the allotted budget.

From the very beginning, this club has interested itself in aiding the less fortunate. During the war and depression years, much help was given to needy families in Hudson and generous subscriptions were made to various organizations for foreign relief. The women of the club have worked diligently for the Red Cross, assisted at the blood bank units, purchased war bonds and have sponsored numerous health clinics. Generous support has always been given to drives conducted by the cancer, heart, polio, tuberculosis, veteran's relief agencies and others.

Markers

In 1930 the Woman's club placed three bronze tablets set in granite boulders, marking respectively the homestead site of Hudson's first white settler, the probable location in our Lake Front park of an early French trading post, and the pre-historic Indian burial mounds in Birkmose park.

The most recent and certainly one of the most important dona-

tions ever made by the club was the gift of \$1800 to the Hudson Memorial hospital. In addition the majority of club members are also members of the hospital auxiliary, and are very active as individuals in every branch of hospital work.

Social advantages, too, are offered by club membership. It was the custom for many years, to hold an annual luncheon at one of the local hotels. A social hour with light refreshments always follows each regular meeting. Pleasant, too, have been the garden parties, style shows, Christmas cookery auctions, needlework displays and other functions.

Past presidents of the Woman's club of Hudson are:

Mrs. Spencer Haven	1916-1918
Mrs. Robert Slater	1918-1920
Mrs. Anna Norton	1920-1922
Mrs. Cecil Day	1922-1923
Mrs. J. E. Newton	1923-1924
Mrs. Joseph Yoerg	1924-1926
Mrs. Spencer Haven	1926-1928
Mrs. L. L. Petersen	1928-1930
Mrs. Geo. Thompson	1930-1932
Mrs. J. W. Leykom	1932-1934
Mrs. J. W. Defenbaugh	1934-1936
Mrs. Lynn Ashley	1936-1938
Mrs. J. E. Newton	1938-1940
Mrs. Orlando Holway	1940-1941
Mrs. H. Weatherhead	1941-1943
Mrs. Henry Bargaen	1943-1944
Mrs. C. V. Fry	1944-1945
Mrs. Fred Dorwin	1945-1946
Mrs. S. E. Nygard	1946-1947
Mrs. Oscar Quale	1947-1948
Mrs. Hugh Gwin	1948-1950
Mrs. Wendell Petersen	1950-1952
Mrs. Ward Thomas	1952-1954

President elect for 1954-1956 is Mrs. Frederick Jones.

Hudson's Octagon House, Built in 1855, One of City's Most Famed Landmarks

by WILLES H. MILLER

For nearly a century the octagon house in Hudson, Wisconsin, has been a familiar landmark to four generations, and is pointed out as one of the finest examples of octagonal architecture in the state. The most widely known of Wisconsin's octagon houses is the one in Watertown, now in the possession of the Watertown Historical Society and used as a museum. The Hudson octagon house is owned and occupied by John Moffat Hughes and family. Mr. Hughes, a grandson of the original builder, was land commissioner for the Northern Pacific Railroad until his retirement in 1948.

The Hudson octagon house was built in the summer of 1855 by John S. Moffat and his wife, the former Nancy Bennet. Natives of New York State, the Moffats had come to the frontier village of Hudson in 1854 and first occupied the house in the autumn of 1855.

John S. Moffat was born in Etna, New York, in 1814. He was the grandson of the Rev. John Moffat (1729-88), who gave De Witt Clinton, the builder of the Erie Canal and three times governor of New York, his first lessons in Latin and Greek. The Rev. Mr. Moffat was one of the first graduates of Princeton College.

In 1854 when John Moffat moved to Hudson from New York State, he was first employed as

a clerk in the United States Land Office for the Chippewa District, then located in Hudson, which had been moved from St. Croix Falls in 1849. The register at the land office was John O. Henning, his brother-in-law.

Incidentally, the minutes of the meeting of the Hudson city council for August 26, 1857, reveal that Moffat was awarded the contract to open Third street as a thoroughfare in the city of Hudson for the consideration of \$80.

He was vitally interested in the civic affairs of both Hudson and St. Croix county. Upon the resignation of Judge E. J. Matteson in 1857, Moffat succeeded him as police justice, and he held this office for thirteen years. On May 16, 1867, he was admitted to the bar, began the practice of law in Hudson, and in 1871 was joined in his practice by his son-in-law, Thomas Hughes. Moffat was elected county judge of St. Croix county in April, 1869, and served until 1877. For many years Judge Moffat maintained a law office in Hudson. He died in 1903.

Nancy Bennet Moffat was the daughter of Phineas Bennet, prominent inventor of Ithaca, New York, in the middle nineteenth century. She was born in 1822 and died at Hudson in 1894.

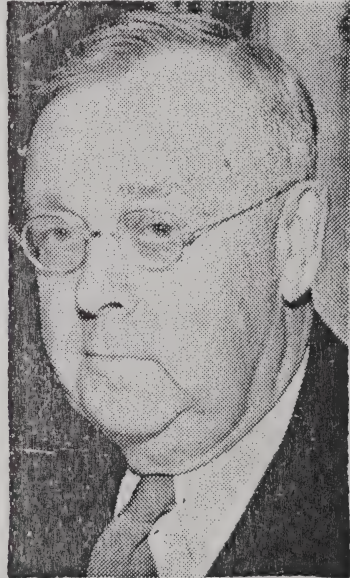
The Moffats and their ten-year-old daughter, Mary, later Mrs. Thomas Hughes, left their home in Ithaca, New York, in 1854,

traveling by railroad as far as Galena, Illinois, then the western terminus. From Galena they continued on a Mississippi river steamboat to Prescott, Wisconsin, the small village at the junction of the Mississippi and St. Croix rivers. From there they traveled by wagon to Hudson, a distance of eighteen miles. They were not total strangers in this frontier community since Mrs. Moffat had two married sisters living in Hudson, Mrs. Garrett Lacy (Lucinda) and Mrs. John O. Henning (Fidelia).

At the time of the Moffats' arrival, the village was prosperous and progressive, giving promise to becoming a metropolis of the West. In fact a wave of prosperity was sweeping this entire section. Immigrants were pouring into the St. Croix Valley, many of them coming to Hudson from the older settlements in western New York, Pennsylvania and Ohio. The 1850's saw the influx of many substantial families, who greatly shaped the progress of the community.

Hudson was a beehive of activity at this period: lumbering was in full swing, with five sawmills in operation; river packets and steamers made regular stops; the rich farmlands of Hudson Prairie had been opened in 1851, and were producing bumper crops. The Paradise Flour Mills were established on the Willow river in 1853; stores, hotels and other places of business were carrying on a thriving business. The Hudson Journal and the North Star, weekly newspapers, had their beginnings in the early 1850's, and seven church denominations were organized prior to 1858.

Deciding to locate permanently in Hudson, then a community of less than 1,000 inhabitants, the Moffats erected the octagon house in the autumn of 1855 on lots 7 and 8, block A, in the Gibson and Henning addition to the city of



JOHN M. HUGHES, owner of the octagon house, at 1004 Third street.

Hudson. It was not until January 6, 1857, that the lots were officially recorded in the Moffat name at the office of the register of deeds for St. Croix county. The deed to the property states that the sum of \$175 was paid for the lots.

It is assumed that the octagonal style of architecture, for this particular house, was carried westward by John S. Moffat. While living in Homer, New York, in the late 1830's, he had greatly ad-

mired an octagon building there, and probably chose this design for his Wisconsin home as a reminder of his native state.

In 1855, this "was the first house built in the neighborhood and stood in the woods." At that early date the house stood in a small clearing—a former cornfield—surrounded by a dense thicket. Third street, the location of the house, was then but a winding path choked with roots; Second street had only recently been opened. It was not an unusual occurrence for the occupants of the house to see Chippewa Indians pass their windows, going or returning from warfare with the Sioux tribes across the St. Croix river. "Mrs. Phineas North related that as a child she often came there to take music lessons from Mrs. Moffat. Her father always accompanied her as there were so many wandering Indians in those early days."

John Comstock (1812-90) and his wife lived in the upstairs rooms of the octagon house during the first year (1856) they were in Hudson after migrating from Commerce, Michigan. Comstock was destined to become one of Hudson's most prominent leaders. He was the founder of the First National Bank in 1863, and its first president; he was the fourth mayor of the city; he served a term in the Wisconsin Legislature in 1861; and he fostered many successful business ventures in the community. When Comstock died in January, 1890, he was one of the wealthiest and most influen-

tial men in the St. Croix Valley.

Originally the Hudson octagon house was built without the distinctive shuttered cupola. Sometime before 1860 the Moffats felt that the roof appeared too steep, and the apex unsightly. So another roof with less acute pitch was placed over the original one, giving the house eighteen inches of added height. When this improvement was made, the cupola was also added.

On July 27, 1865, the Moffats purchased from Silas Staples, an early Hudson landowner, the corner lot adjoining their property. This gave a wide and spacious setting for their home. From 1865 to the present date only two changes in ownership have occurred. In 1894, the property was willed by Nancy Bennet Moffat to her two grandsons, Thomas M. and John M. Hughes; then in 1900 the house became the sole property of John M. Hughes, the present owner.

Mary Moffat (1844-1913), the only daughter of the Moffats, lived in the octagon house for fifty-eight years. She was married in 1870 to an Englishman, Thomas Hughes (1848-1912), a Liverpool newspaper reporter and world traveler. Hughes had come to St. Paul, Minnesota, on a business trip and while in this vicinity made a trip to Hudson to visit George Slater, another Englishman. It was while he was visiting Slater that he met the attractive and cultured Mary Moffat.

During his reporting career for the Liverpool paper, Hughes had

the opportunity to know intimately the distinguished English novelist and writer, Charles Dickens. The great novelist, seeking first-hand information for one of his books, had come to Liverpool to gather data on the slum districts. As a reporter, Hughes was detailed to accompany Dickens on his trips to the slums and to be his constant companion. Through that close association, the two became good friends.

It is interesting to note that Willet Spooner, the son of United States Senator and Mrs. John C. Spooner, then a mere youngster, spent one winter in the octagon house with the Hugheses and the Moffats while his father and mother were in the East. The Spooners, intimate friends of the Hugheses and Moffats, lived a short distance from the octagon house.

As it stands today, the home is in a remarkably fine condition. John M. Hughes, the owner, has made the dwelling and the grounds one of the most attractive sights in this locality. Its inside measurements, wall to wall, are 33x33 feet; there are 9-foot ceilings, both upstairs and down.

The structure, originally, was of wooden siding and trim with shuttered windows and a wooden railing around the porch. There were wooden sidewalks, and the property was enclosed with a picket fence. The Moffats had a vegetable garden and a small orchard on the north side of the house. In the barn at the rear of the house, there were horses, chickens and a cow. Running water, a sewage system, and electric lights were installed in the house at

various times, when those conveniences were made available in Hudson. It is said that the octagon house was one of the first residences in Hudson to be illuminated by electricity.

Many changes have been made since it was erected in 1855. The principal ones have been the addition of a library and a bedroom on the first floor. These, however, have been in perfect keeping with the style of architecture and have not sacrificed the beauty of the octagonal design. Two porches have been added also, and the interior has been transformed by removing several partitions. In 1916 Mr. Hughes made extensive improvements on both the house and the grounds. The house was stuccoed, the railings removed from the porches, the blinds taken off, along with other numerous changes. An elaborate gardening project was then initiated.

The furnishings of this historic structure are in keeping with the period of the Civil War era. Many of the pieces in use are family heirlooms dating back to the Revolutionary War, which were brought along by the Moffats in the 1850's. The collection of old and valuable books, formerly owned by Judge Moffat, is intact in the library.

The octagon house is Hudson's unique and most famous landmark. In its scenic setting the building is a monument to the Moffats, as well as to other Wisconsin pioneers, who believed that beauty and utility go hand in hand.

Buckeye Street Was Center of Early Day Activity in Hudson

Stories of the early days in what is now Hudson were contained in various clippings in the possession of the late James A. Andrews.

Several of the articles were written in the spring of 1895 by S. Curtis Simonds, whose father Samuel Simonds came to Hudson in 1852-53 and was proprietor of the American House, which stood where the freight depot of the Omaha is now located.

Here in this article, the writer describes Buckeye and First street:

Buckeye street is situated in Aldrich's addition to Willow River, which was laid out, platted and recorded in 1850. It comprises four blocks to the south and two lots to the north of the street. The two lots are fifty feet wide, facing, respectively, east and west. The building lots are therefore sold by metes and bounds, so that the buildings cannot be but fifty feet in depth, facing, of course, the south.

Where the power house of the water works now stands, or a little to the south of it, stood in early times a building erected by Russell A. Gridley, who occupied the lower part for a hardware store. He soon sold out, trading with James Walstow for his farm in the town of Hudson. In the upper part of the building Joe Harrington first commenced business in the place. Walstow had a clerk by the name of C. J. Ferrel. He

was quite a stirring fellow and had the general management of the store. Some of the old-timers will remember the newspaper advertisement of the company commencing, "Who is C. J. Ferrel? The man who lives with James Walstow." Then would follow a description of how he would show goods and wait upon customers. Whenever we met him the question and answer would go the rounds.

The first store on this street was kept by J. M. Whaley, on the southeast corner of First street. He did a good business, being at the same time postmaster under Franklin Pierce. The rear and upper part of the building in which the store was situated was used for dwelling purposes. Jerry, as he was called, had an eye to business generally, and took up a half section of land three or four miles from here.

Adjoining the Whaley building was the hardware store of R. L. Dean and William M. Otis. Dean previously clerked for Walstow and Otis for Whaley. To the east of this was a log house used by Steve Matteson, as he used to be called, for a blacksmith shop. This was soon torn down and a billiard hall erected on the same place. Off from this there was a small room where a social game of cards could be played. There was no cinch in those days, nothing but old sledge or seven up.

Paddock & Smith had a store in the next building, which was afterwards used by Dr. Hatch, father of William B., for a drug store. Then came the store of Bartlett & Robinson, Dwight Chubbuck, clerk. U. B. Shaver had a printing office on this street and published the Hudson Chronicle.

J. M. Fulton, with his two sons, Marcus and David, started the first store on the opposite side of the street and did the largest business of anyone in the mercantile line. He was elected county treasurer and the business was transacted at his store as it had been previously, during the term of Elisha Waldon, Marcus Fulton acting as deputy for both. Mr. Fulton died at an early age and the business was then conducted by the Fulton Brothers, the training they had received fitting them for successful operations and honorable positions in the future. John R. Chubbuck clerked for a time for the above firm. He and his brother, Dwight, after this did business on the corner of Locust in the building erected by C. H. Lewis.

Dan Wadsworth had a restaurant next to the Fulton store. G. Z. Livingstone erected a two-story building, the upper part being used as a hall. Court convened here.

S. S. N. Fuller was judge. The examining lawyers were D. K. McDonald, Allan Dawson and George Mulks.

There were some amusing things happened while Fuller was judge. A criminal had been tried for murder, the charge delivered

to the jury, and the officer sworn to take charge of them. After retiring to their room they could not readily agree upon a verdict. Finding there was no possibility of agreeing before morning, two of the jurors skipped out through a window and had a comfortable night's rest in a good bed at home. All united in the morning in a verdict of guilty, and had the facts been known the verdict would not have been of much value.

In those days there was a grand jury. A fellow not much thought of was trying to get an indictment against another for an attempt to kill him. On balloting as to how they stood, three of the jury wrote upon their ballots and voted, "Guilty, because he didn't kill the cuss."

Public dances were given in this hall. Russ Jones could do the fiddling in those days, and as a caller, oh, my! he could beat the world. At a Fourth of July ball where a couple of us young fellows were managers, we concluded to give Russ all there was left over expenses. About midnight, when we turned over to him \$35, he was nearly paralyzed, stating it was more than he had ever received here for like services. He soon recovered his power of speech, and in a more stentorian voice than ever was calling out, "All join hands in a circle."

I. D. Seeley came here from the state of New York about this time and opened a store in the lower part of the Livingstone building. He prided himself on having everything in apple pie order, even to his dress and snow-white handkerchief. He brought

A. D. Richardson with him for clerk.

R. S. Burhyte came soon after. The new firm of Richardson & Burhyte soon started a store, Mr. Seeley having sold out and gone to farming.

In the next building H. R. Tuller and A. J. Rugg had a store, and for a time A. F. Gallop. Over this store Kate Seeley, later Mrs. Lewis, kept a private school. One of the public schools was also taught in this room. Miss Sarah Andrews and Laura Pratt being at different times teachers.

It seems some others have memories as well as myself, for I was talking with one of those ladies about one horseback ride in our younger days, and she spoke up promptly, "Don't you remember we got lost?" Just think of a young couple getting lost on a summer afternoon riding through a pleasant wood, amid the fragrance of ferns, the singing of birds and the chirping of squirrels, lost in—in—in reverie, or whatever you may please to call it. That is almost as sentimental as Mr. Charles Scott of Lakeland, whom every old settler will remember as well as his poem. He was a married man, a respectable man. He could gush and still maintain his self-respect. He could not help penning those well-known stanzas, the first one reading:

At Lakeland on the lovely St.
Croix,

There lives a lovely charmer;
She's blithe and gay without
alloy,

On the corner of First street
Is Mary Ellen Palmer.

On the corner of First street was the Buckeye House, built and run by James Putnam, afterwards changed to the Hudson House, kept by George Gray, and then by old man Preble. There was a fellow boarding here at the time a revival was going on in the place. He took two of the fair damsels to this meeting. He got religion immediately. The preacher knew him. He told some of the brethren that he was one of the first to be converted and the first to backslide, and that they had better make way with him at once, even before he went home with the girls.

About the time Hudson became a city it was thought necessary to build a wharf. The question was agitated and the wharf was finally built at an expense of many thousands of dollars. McDonald & Traverse were the contractors. The landing before the wharf was built was near where the ferry landing later was. This ferry caused considerable activity on this street in those days, for before we had a railroad all going to St. Paul had to use it. It was first called Oliver's ferry, from the name of the man who lived at Lakeland.

The large warehouse built on the north side of the wharf later burned to the ground, did a big business. Seventy-one teams have been counted at one time waiting their turn to have their wheat unloaded. Such a sight surprised even old Horace Greeley when he was here and caused him to write an article in the New York Tribune in regard to the resources of this county.

The first caucus for city officers for Hudson was held on this street, it being a union caucus and equivalent to election. The voters became so excited at elections in this ward that some blood was shed, and it soon came to be known as the "bloody first." One fellow got so excited he actually voted his naturalization papers.

Forty years ago I dwelt on this same street. As I look over the street from the corner of Walnut, where I am now stopping, I cannot help musing on the changes which have taken place in two score years. Forty years ago First street was the street. On the southeast corner of Buckeye street J. M. Whaley lived and kept store, being postmaster, with C. H. Lewis as deputy. A hotel was on the corner north. A little further up the street Otis Hoyt, with George Douglas as manager, had a large grocery store. Adjoining it, T. E. Williams sold hardware and farming implements. Just above this was the law office of W. H. Semmes, a young lawyer from Virginia. He soon took as a partner H. M. Lewis, from Madison, and a little later on S. J. R. McMillan. The latter also had an office in Stillwater. The firm of Semmes, Lewis & McMillan was well known. Major Semmes, as he was called, died early in life, with the brightest prospects before him. Lewis returned to Madison, being an able member of the bar at the state capital. McMillan has been a United States circuit judge and served two terms a United States senator from Minnesota.

Where the depot now is stood the American House, kept by

Samuel Simonds. It was not a very commodious structure — a common two-story building with good-sized addition. Though not very large it did a good business. The stage stopped here, coming through the big woods from Menomonie and other places. It accommodated at one time one hundred guests continuously for two weeks. They were pre-emptors of land and came here to prove up, as the land office was located here at that time, each being entitled to one hundred and sixty acres. The sleeping apartments for these guests were two ordinary rooms. Being used to camping, each wrapped his blanket around him, and packed almost like sardines in a box, laid down to pleasant dreams upon the floor.

These lands were afterwards a source of litigation, as it was claimed the pre-emptors were hired to locate upon them by speculators, the latter having immediately received title to the same from the former, after having proved up. These lands were in the northern part of the state, near Lake Superior, some being a part of Superior itself. There was quite a rushing business done in Hudson at the land office in those days, men having to wait in line for their turn.

Across the street from the depot and a little to the south was a restaurant kept by John Cyphers, and a printing office owned by Colonel James Hughes. In this locality the latter published the Hudson Chronicle. To the north of the printing office Daniel Coit had a building used as a hotel and

boarding house, subsequently known as the Coit House. A little farther to the north was the one-story building owned by George Strong and a two-story building, the front part of what was later called Evans' warehouse. The small building was used by F. P. Catlin for a clothing store. The larger building was used by Alfred Day for mercantile purposes. Mr. Day built both of these and occupied the small one for a time, until his business increased and he was obliged to build larger.

To Alfred Day we are indebted for the name of our city and town. He had lived in Hudson, N. Y., and liked the place and the name, and used his influence to have the name changed from Willow River to Hudson, a majority of the voters deciding the question.

Just north of the American House, on the opposite corner of Commercial street, Daniel Anderson kept a hotel. Next to this was the residence of Peter Bouchea, well known to all old settlers. In the same block lived Joshua Smith, who kept a boot and shoe store. In the block opposite were stores occupied by Brown & Chambers, Lemuel North, and for a time Gibson & Henning.

On the corner where the Brunswick House now stands was J. W. Stone's building. The lower part he used for a store. The upper story was called Stone's hall. Here was taught the public school, with James Andrews, Sam Coit, James Jones and George Martin as scholars. Court was held in this room. The judge sometimes imbibed

pretty fairly. He always wanted the best of liquor. In a liquor suit brought here for recovery of claim, the story goes, that he delivered that noted charge: If the jury believed the liquor was good to find for plaintiff, if poor for defendant.

There was an addition to Stone's building, used for dwelling purposes. Here H. L. Humphrey commenced keeping house in this new land, preparing the way to be judge and congressman.

In those days, before the time of railroads, it was customary whenever the sound of a steamboat whistle was heard, for all residents to abandon whatever they were at and rush to the landing. The most persistent in going to the landing was a young fellow working for Smith as shoemaker, later a noted Methodist minister. He would always go on the run and oftimes bare-headed, without coat or vest. We youngsters would cry out, "Let's wait 'til — comes," and on his coming past our place, would have a hearty laugh and then follow on with the rest.

As I contemplate the past a sadness steals over me for how few of those I have mentioned are living. What is there now on First street between Walnut and Buckeye? No stores, scarcely a dwelling. The depot is the only place which at certain times gives it life. To be sure we have the Brunswick on the corner, but this might as well be considered a part of Walnut.—St. Croix County Forum, August 4, 1927.

Early Settlement of Hudson Is Told by Pioneer John O. Henning

by J. O. Henning

St. Croix county was created in 1840 and included all the territory lying east of the Mississippi and north of the Chippewa rivers to the British possessions, and Stillwater became the county seat. There were not over 250 white persons residing in the county as then organized, and the same territory now contains a population of over 250,000, fabulous as it may appear.

Joseph R. Brown, then of Stillwater, represented the counties of St. Croix and Crawford in the territorial legislature in 1841 and 1842, Joseph W. Furber of Cottage Grove, Henry Jackson of St. Paul and ex-Gov. [W. R.] Marshall then Stillwater, also represented the same counties at different times.

Joseph Bowron of Willow River was the first representative to the state legislature from St. Croix and LaPoint counties in 1849; J. S. Watrous of LaPoint in 1850; J. O. Henning of Hudson in 1851; and Dr. Otis Hoyt of St. Croix Falls in 1852. Bowron is entitled to the credit of securing the county seat and U. S. Land Office at Willow River, now Hudson. F. P. Catlin was the first register and M. S. Gibson first Receiver of the Land office who held their offices until the spring of 1853, when they were succeeded by J. O. Henning, Register and Otis Hoyt, Receiver.

The first list of county officers under the state organization was

◇ Sylvander Partridge of St. Croix Falls, sheriff; Joseph Bowron, clerk of court; William R. Anderson, register of deeds and clerk of county board; J. W. Stone, treasurer; D. Noble Johnson, district attorney and J. O. Henning, county surveyor.

First Settlement

The first settlement made within the present limits of St. Croix county was in 1840 by Louis Massey and wife and Peter F. Bouchea. They were afterwards followed by W. Steets, Joseph LaGrue (Joseph Manesse), all French and half breeds who subsisted by hunting and fishing. Captain J. B. Page commenced logging operations on Willow River in 1846, and in 1848 James Purrington commenced the erection of a saw mill and dam at the mouth of the rivers, which were completed in 1850.

Purrington started the first store in 1848; then came J. W. Stone in 1849 and Alfred Day in 1850. Moses Perrin built the first hotel or boarding house in 1848, which stood directly opposite Champlins present livery stable. John G. Putman built the Buckeye House, on corner of first and Buckeye streets in 1849 and 50, and Daniel Coit built the Coit house in 1850. The first attorneys were Daniel Noble Johnson and Col. James Hughes in 1849 and Col. Ben Allen and William H. Semmes in 1851. Dr. C. Carli settled where Stillwater now is in 1841 and for eight years was the only practice-

ing physician in the valley, making regular visits to all parts of the valley when called. In 1851 Dr. Lorenzo Hendee located at Hudson and was the first practicing physician. In the spring of 1852 Dr. Otis Hoyt and family moved here from St. Croix Falls. Elder S. T. Catlin, Baptist, was the first minister located here in 1852. A. M. Richardson, a one-armed man, was the first Methodist minister regularly located, and Rev. Charles Thayer first Presbyterian. A Miss Richards from Prairie du Chien taught the first school, followed by Mrs. Richardson, wife of the Methodist minister; then R. P. Pratt and S. C. Simonds, now our county judge.

The oldest house in the city now standing and occupied by Mrs. Col. Hughes was built by William H. Nobles in 1847. The same year Ammah Andrews built the house now occupied by Horace Champ- lin. Horace Barlow's residence was built in 1849, by James Sanders and the rear part of Mert Herrick's residence was built the same year by F. P. Catlin. The store built and occupied by J. W. Stone, the "L" part of which was built in 1849, is now being transformed into a first class building by Mr. I. Fleet for hotel purposes.

Public Buildings

The first public building stood on the lot now occupied by the Methodist church and was used for holding courts, meetings and schools. It burned down in the spring of 1851 and an account of the first as published at that time, stated that the court house, Methodist, Baptist, Congregational and Episcopal churches and the

high school buildings were all consumed.

Of the old stock of 49ers there are still residing in this city and county Mr. and Mrs. Massey, Mrs. Steets, Mrs. John B. Page, Ammah Andrews, J. G. Crowes, William R. Anderson, J. O. Henning, Mr. and Mrs. Duncan McGregor, Mrs. Jas. Hughes, George Strong, James A. Mapes, William Emery, James Canavan and perhaps others whose names do not now occur to me. Judge Foster resides at River Falls, M. S. Gibson is a clerk in the treasury department at Washington, F. P. Catlin makes his home with his son at Clayton, Uncle Charley Cox resides at Santa Rosa, Cal., Moses Perrin and Joe Tyler are living in southern California, Mrs. Paschal Aldrich in Pierce Co., Joe Manesse at Prescott and James Walstow in Nebraska.

Capt. Page broke the first land for farming purposes, on S. W. quarter, section 19, town of Hudson in 1848. P. D. Aldrich and James Watson, commenced farming in the same town in 1849. Judge Foster settled on S.W. quarter, section 36 in Troy in 1848. Duncan McGregor came next in 1849. Walter B. and James A. Mapes were the first settlers in the town of Kinnickinnic in 1849.

There were two families each by the names of Germain and Parent living in Somerset in 1849. John Shasby was living in the town of St. Joe opposite Stillwater in 1849. Elias Brock built his shanty where Brookville now stands in 1850.

A settlement of Norwegians was made in the town of Rush

River and Martell in 1850. Daniel McCartney and George W. Babcock came to Rush River in 1851. Eben Quimby was first settler in Richmond in 1851. A Mr. White built the first house in Star Prairie. J. G. Crowns and Jed Smith were the pioneers of Stanton; John Smith, a Dane, in Cylon; Darius Casey in Erin and the Flemings in Emerald.

Neutral Ground

The country between the Apple river and the Mississippi was originally known as the disputed territory or neutral lands being claimed by both the Chippewas and the Sioux and occupied by neither for fear of each other, for which reason it abounded with every variety of game, among which were deer, elk, also bears, otter, martin fishers, foxes, etc. For several years the hunters about Willow River did not require over two or three hours to bring in a deer and in the big woods they were slain by the hundreds in the winter season.

Wolves and Reptiles

There were a few wolves but were never known to attack or injure anyone; a few rattle snakes in Rush River valley, which were nearly exterminated in 1851 by a Mr. Fuller who discovered their den and killed 132 in one day. There were also a few massasaugers between the Kinnickinnic and the Rush River, but none ever seen west of the Kinnickinnic. Solomon Tidd, who lives on the east side of the Kinnickinnic had a daughter bitten on the heel by a massasauger in the summer of 1853. He killed the snake and applied wet clay to the wound,

which cured it and gave rise to the story that it was the girl instead of the snake that died. Tidd is a second adventist and has his ascension robes made ready to go up whenever Gabriel blows his horn.

For several years after the close of navigation in the fall until the opening of the river in the spring all intercourse with the rest of mankind was cut off and the settlers thrown upon their own resources for passing the time pleasantly and they now refer back to those times as the happiest of their lives. Social and dancing parties were gotten up on short notice; literary, debating, and other societies started and the inevitable brass band organized, and to cap all, the grand aramic order of 1001 established.

Pioneer Association

The St. Croix Valley Pioneer Association embraces the original old settlers and their descendants and all persons who have resided in the valley for 25 years. Its officers are Gen. P. B. Jewell of Hudson, president; Judge Foster of River Falls and Daniel Mears of Osceola, vice-presidents and Simon Hunt of Hudson, secretary. It is to be hoped that there will be a reunion at Hudson this year and that it may be an event long to be remembered as the heads of those who founded this beautiful city and first explored this romantic valley are silvered over with the frosts of time and there are but a few years left at best for some of them to meet and recount the happy experiences enjoyed in days of Auld Lang Syne.

Uncle Massey

Forty-three years have come and gone since Uncle Massey first landed with his bark canoe at the mouth of the Willow River and many changes have taken place since then. The old cabins have disappeared and in their stead a new and thriving city has arisen, unsurpassed for its many and various advantages of scenery, location, beautiful and costly buildings, well graded and cleanly streets, numerous mills and factories with railroad facilities in every direction, and with an en-

terprising and intelligent class of citizens, who have grown up with its advancement and wealth, and who know from experience how to appreciate the qualities that tend to adorn and make home happy.

And in conclusion the writer will take this occasion to remark that from his own experience, there is not in this wide world a spot more inviting and attractive to the pleasure, health or wealth seeker, than the quiet and unpretending city of Hudson on the banks of the lovely and romantic Lake St. Croix.

John Comstock, Pioneer Hudson Banker

By Willis H. Miller

For a period of nearly thirty-five years, during the last half of the nineteenth century, the community of Hudson, Wisconsin, and the entire St. Croix Valley, were greatly influenced by John Comstock—banker, legislator and promoter—who resided in Hudson from 1856 to 1890. Comstock was a born leader, a man with civic pride, and the possessor of a stable and an unusually sound business ability—traits which were instrumental in stamping his name indelibly on the history of western Wisconsin.

According to the annals of the family, John Comstock was born in Owasco, Cayuga County, New York, on December 19, 1812, the son of the Rev. Elkanah Comstock (1771-1834) and his wife, Sarah "Sally" Greene (1777-1831),

a niece of the great Revolutionary General, Nathanael Greene. John was one of twelve children.

Of his early life, little is recorded. Young Comstock attended public school in his native New York, until he was twelve years old, when he came west with his parents in 1824, completing his education at Pontiac, Oakland County, Michigan. His father, the Rev. Mr. Comstock, had been called to lead the First Baptist Church in Pontiac, and thus became the first ordained Baptist minister to settle and labor as a pastor in Michigan territory.

The Rev. Mr. Comstock was most solicitous and anxious about John's behavior even after his son had become of age. In a letter written by him while he was in New London, Connecticut, to his daughter, Mrs. Amasa An-

drews (Mary Comstock), in Pontiac, Michigan, the aging preacher inquired about his twenty-two-year old son, John:

"I want to know how John con (Ms torn) time (since?) he has come to be for himself. I hope he will be steady and attend his own business and shun all vain enticing company for such company w(ill) do him no good but have lead ma(ny?) to misery and wretchedness; so John, my son, be advised by your aged Father to avoid every and all ensnaring company; And let your spare or leasure moments be employed in acquiring useful knowledge which will do you good. And first of all see that you have an interest in the Lord Jesus Christ. . ."

From his earliest youth Comstock displayed a marked talent and ingenuity with machinery, especially that of his own invention. When in Michigan, he was apprenticed to a carpenter and a cabinetmaker for three years, and continued his trade until 1843, when he went into the mercantile and milling business in Commerce, Oakland County, Michigan.

John Comstock was married in Commerce, on October 15, 1841, to Mrs. Lydia Foster Seymour (1814-99), a widow of culture and background. Her father was Theodore Foster, a prominent attorney from Rhode Island, who for thirteen years was a United States Senator.

In 1856 he and his wife left Commerce and migrated to Hudson, Wisconsin, where he engaged in the contracting business, combining that enterprise with the

sale of real estate. Hudson was not an entirely strange community to Comstock, as his older sister, Mrs. Amasa Andrews (Mary Comstock), her husband and family had settled there in October, 1853. During their first year the Comstocks occupied the second floor of Hudson's well-known Octagon House, which had been built by John Shaw Moffat in 1855.

Though his business activities in Hudson were his consuming interest, he found time to keep a watchful eye on local and State politics throughout his long career. His first encounter in local politics was at a special election in the fall of 1859, when he was elected the third mayor of the city of Hudson to fill the vacancy caused by the resignation of Silas Staples. The minutes of the city council meetings prior to that election reveal that the aldermen were in favor of placing one of their own rank into the mayor's chair. The official record states: "moved by Ald. (M.A.) Fulton that the unanimous choice of the council for the office of mayor is T. E. Williams and that we use our influence as individuals for his election. Carried." Williams (1822-1897), a Hudson hardware dealer and alderman from the first ward, resigned on November 3, 1859. Comstock was mentioned as the mayor in the city records for the first time early in December of that year.

There is ample evidence that Comstock made a good and efficient city official. The dauntless James Densmore, then editor of



THE COMSTOCK-ANDREWS house, 804 Vine street, was built by John Comstock in 1857 and was one of the most imposing residences in Hudson in the 19th century. For many years it was the home of Miss Ruth C. Andrews (1878-1947), a grandniece of Comstock. The house was recently converted into a multiple family dwelling by Dr. Charles J. Nuebel.

the Hudson Chronicle, in his issue of March 31, 1860, wrote of Comstock: "This gentleman has made as good an officer as this city has ever had. This is universally admitted by every voter in the city. He is a true, ardent, thorough Republican, and is worthy of the support of all who desire a good mayor."

His next venture into politics was in November, 1860, when he was a candidate for the State assembly for St. Croix County opposing Dr. Otis Hoyt (1812-85), a Hudson physician and surgeon. When the election returns had been tabulated, Comstock was the winner with 639 votes to his op-

ponent's 608. He served in the 1861 session of the Legislature which convened on January 9 and ended April 17, and in the special session from May 15 to 27 of the same year. During his Madison sojourn he boarded at M. D. Miller's.

Mrs. Comstock accompanied her husband to Madison in January, 1861. In writing to her niece, Sarah E. Andrews (1835-98), at Hudson, Mrs. Comstock revealed that she and Mr. Comstock were greatly impressed by the capital city, and thought of spending the winter there. She further mentioned that it was common knowledge that the session would last

a hundred days. She had listened to the governor's message and described Alexander W. Randall as "a very good reader and rather fine looking man."

Comstock served only one session in the Legislature. His only other participation in State politics was in 1869 when he was a candidate for the State senate. He was defeated, however, by Edward H. Ives of Trimbelle, Pierce County, who served one term 1870-71.

His part in bringing the railroad to the Hudson vicinity is not altogether clear. However, it is known that Comstock was one of the foremost leaders in promoting railroad development in this section of the state. D. A. Baldwin, a New Yorker and president of the West Wisconsin Railroad, spent summers in Hudson and was a business acquaintance and adviser to Comstock. His faith in Comstock's ability as a promoter and organizer is revealed in a letter of August 27, 1864, in which he writes:

"Mr. Masson, late of the Atlantic & Great Western Rail Way, is on his way to Hudson to commence the survey of the Tomah Road. He will have to have an outfit. Mr. [H. S.] Clapp must let him have a pair of my horses or a horse and wagon if he should want them. I want you to see that everything is purchased for him as cheap as possible, advance the money to him and draw on me."

Baldwin was greatly interested in the progress of Hudson and wrote to Comstock:

"I want the Tomah Road to

strike the St. Croix and Lake Superior Road as near Hudson as possible so that everything that goes to Superior will have to come to Hudson...I have no idea of having Hudson cut off."

A shrewd businessman, Comstock was also very anxious to see the railroad come to the vicinity of Hudson. It is obvious from Comstock's correspondence that Baldwin relied upon him for many of the local details in the promotion of a large scale railroad venture, such as the Tomah and Lake St. Croix Railroad. Baldwin, president of the railroad, inquired of Comstock if the water level was high enough to send iron up the St. Croix River. He also requested Comstock to give a Mr. Campbell, "all the attention you can...he is the best engineer in the country." Further evidence that Baldwin kept Comstock informed of the progress of the railroad is shown when the railroad president wrote that "...we have made a contract for the iron sufficient for 60 miles of the St. Croix and Lake Superior Road—for 20 miles to be delivered on the 1st of May next,—20 miles more, 1st July next—all the above for the Hudson end and for 20 miles of the Lake end to be delivered 15 August, in time to get it on the ground before navigation closes. The iron to be good English iron 50 lbs. to the yard, etc."

Comstock's position and prestige with the Wisconsin Legislature were of great advantage in furthering the cause of Baldwin and the West Wisconsin Railroad. Judge Lucian P. Wetherby, of

Hudson, also lent his influence to the project.

The Tomah and Lake St. Croix Railroad Company had been incorporated early in 1863 to build a railroad from Tomah to a point on Lake St. Croix. Among the incorporators was Judge Herman Leon Humphrey (1830-1902) of Hudson, who later became a member of the House of Representatives. Not long after the railroad's organization, control of the company was acquired by D. A. Baldwin and Jacob Humbird, who took an active interest in the venture. By 1868 the road was completed from Tomah to Black River Falls, but it was not until November, 1871, that Hudson was reached.

In the middle 1870's Baldwin left Hudson permanently, going back to New York, where his active participation in the West Wisconsin Railroad came to an end. He committed suicide in a barn in Hoboken in the early winter of 1877.

An item in the Hudson Star and Times of June 5, 1874, indicates Comstock's continuing interest in the progress of the railroad in this locality. It noted that Comstock, together with Jacob Humbird, J. B. G. Roberts, Israel Graves, and H. A. Taylor of Hudson, and ex-Senator H. M. Rice of St. Paul had left for Bayfield and Ashland on business to inspect the Lake Superior end of the North Wisconsin Railway. Comstock was also a director of the Hudson and River Falls Railroad Company.

One of the most successful and permanent business ventures of

Comstock was the establishment of the First National Bank of Hudson in 1863, with a capitalization of \$50,000. There were six original stockholders: Alfred Goss, Lucian P. Wetherby, Alfred J. Goss, Amos E. Jefferson, William H. Crowe, and Comstock. At the first meeting of the stockholders Comstock was elected president, a position he held with one break, 1867-71, until 1890.

The First National Bank received its charter from the Treasury Department in Washington on October 2, 1863, and immediately began the transaction of business. President Comstock, who received a salary of \$500 a year, was a man of conservative business principles, tempered with good plain "Yankee horse sense." The bank from the first was successful; in 1865 a 7 percent dividend was declared, a year later a 13 percent, and in 1867 a 15 percent. A 20 percent dividend was declared in 1869.

The bank now has the distinction of being the oldest national bank in the Ninth Federal Reserve District. It is the second oldest National Bank in Wisconsin, being antedated only by the First National Bank of Milwaukee, and is the thirtieth oldest national bank in the United States.

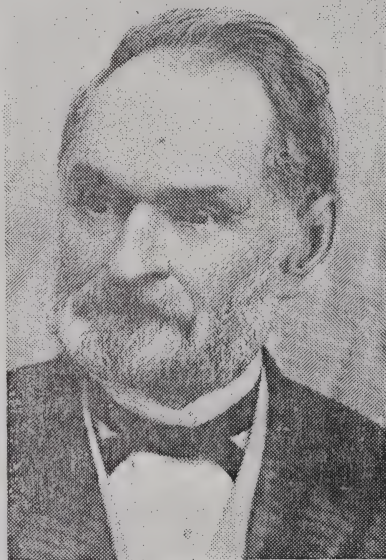
Aside from his successful banking and real estate business, Comstock entered the flour-milling industry in Hudson in 1877. With two associates, J. R. Ismon and A. J. Goss, Comstock purchased for \$60,000 the Willow River Mills, originally built by D. A. Baldwin,

in 1867 and 1868, and extensive water power, office, warehouse and cooper shops, also owned by Baldwin. A short time later the new owners sold a half interest to Amos E. Jefferson, Frank B. and A. L. Clarke, taking on the firm name of Comstock, Clarke and Company.

The mills prospered, and in 1880 the south mill was rebuilt, with a production capacity of 75 barrels of flour a day. The north mill was enlarged and rebuilt, adding an elevator with a capacity of 15,000 bushels, after which the firm was able to produce 450 barrels of flour a day. By February, 1880, the flour mills were said to be consuming about 1,250 bushels of wheat daily. The flour proved popular and was exported to Glasgow, Liverpool, and other European ports; it was marketed in all of the prominent cities in this country as well.

Despite his pressing and important commitments, Comstock was active in civic, political, and cultural advancements. In January and February, 1862, Comstock took a trip to the East, combining business and pleasure. He stopped at Philadelphia, Baltimore, and at Washington, where he was a guest at the National Hotel. In the Capital City he found the hotels overflowing, visited the Capitol and the patent office, and attended a lecture by Ralph Waldo Emerson at the Smithsonian Institute, which he considered very good.

Always a business booster for his community, Comstock traveled to Chicago in 1874 to consult with interested parties about bringing



JOHN COMSTOCK (1812-90) founder of the First National bank and one of the most influential men in the St. Croix Valley.

a large manufacturing concern to Hudson. Early in 1877 he visited in New York and Washington, where he stayed to see the inauguration of President Rutherford B. Hayes. In January, 1881, Comstock again went to New York, this time on official business. He had been appointed by Governor William E. Smith as Wisconsin's representative at the preparatory meeting of the World's Fair to be held in that city that same year. Besides serving on various committees and holding membership in other groups, he was first vice-president of the Oliver Wendell Holmes

Hospital, established in Hudson in 1887 by Dr. Irving D. Wiltrout.

Being of a mechanical and scientific nature, Comstock devised a system for the treatment and removal of sewer gas, the ventilation of buildings and the utilization of heat, which gave him a mild degree of international recognition. Comstock's system was first introduced in one of the districts of Paris, France, in 1883, where its usefulness and great success were fully demonstrated.

This ingenious and complicated system in part "consists of making sewers approximately air tight...so as to admit sewage but exclude the air, and by making suitable pipe connections between sewers and buildings and different heating apparatus. It is then so arranged to permit the inflow of

atmosphere and the products of combustion into the sewer, at the same time preventing the back-flow of gas when connected to a powerful suction apparatus with the sewer near its outlet. The removal of sewer gas...smoke and the...thorough ventilation of buildings is positively effected and regulated.

"By employing mechanical force for creating draft for fires, the large per cent of heat heretofore required for this purpose is retained effecting a...saving in the consumption of fuel."

His health began to fail in the late 1880's, and he died at his Hudson home on January 3, 1890, bringing to an end one of the most colorful and successful careers known in the history of the St. Croix Valley.

History of St. Patrick's Catholic Church in Hudson Dates Back to 1855

by Fr. John Regh

Early in the year 1840, there came to this section of the St. Croix Valley two young Frenchmen, Louis Massey and Peter Bouchea. They were trappers and lumbermen, and seeing the beauty and possibilities of this land, they decided to settle here and make this their home. Others joined them and a little settlement mushroomed at the banks of the Willow River and the Saint Croix River. Both of these pioneers were Catholics, and thus were the first "parishioners" of the Catholic church

in this little settlement which they called Willow River, and which later was named Hudson.

But even before these two men settled here permanently, others had stayed in the valley during the trapping seasons, and we read of the Holy Sacrifice of the Mass having been offered in this locality by itinerant missionaries, among them, Father Galtier, the famous priest-explorer.

The first actual record of a mass in what is now the city of Hudson was offered in January, 1855 by

Father George Keller. Father Keller was stationed at Saint Paul, and from 1855 to 1856 he visited the Catholic settlers of Willow River (Hudson) at various intervals, administering to the spiritual needs of the people.

It was in the fall of 1856 that Bishop John Martin Henni (1805-1881) of Milwaukee became interested in the growing little Catholic settlement of French and half-breed families in this part of the state.

Seeking to foster the evident interest taken by them in spiritual affairs, he sent Father J. J. Maggee to be the first resident Catholic priest in the newly re-named town of Hudson. Father Maggee's jurisdiction extended over the greater part of Saint Croix and Pierce counties.

Arriving in Hudson in 1856, Father Maggee found a fast-growing little town of 1101 souls. Two short years later the population had more than doubled to number 2,500. This was the great "boom" period of the St. Croix Valley.

Lumber was the chief industry, and only ten years after Wisconsin was admitted as a new state to the Union (1848), there were more than seven sawmills within a ten mile radius of Hudson. It was a community which greatly needed the spiritual guidance of a zealous priest, for it was a typical "boom town" in every sense of the word.

Father Maggee at once set about the erection of a suitable place of worship. He built a frame church, thirty by fifty feet, at the southeast corner of Third and St. Croix streets on a piece of land

donated by Louis Massey.

The building was completed and Holy mass was celebrated in the new church for the first time in the spring of 1857. The church was dedicated to God under the patronage of Saint James.

In the "Life of Bishop John Martin Henni", it is recorded that the Bishop solemnly blessed the new church on September 19, 1859, and on the next day one hundred and nineteen people received the Sacrament of Confirmation in the new building.

During this time a rectory was built a block north of the church which was noted for its unusual cupola on the roof. Until the time it was demolished it was referred to as the "Cupola House".

In September of 1856 Father Maggee was replaced by Father A. Godfert, who remained as pastor for two years, when he in turn was succeeded by Father Napoleon Mignault in October of 1858.

The fourth pastor of Hudson, Father Nicholas Stehle, came in the fall of 1861; he was followed two years later by Father Sebastian Seif, who guided the parish for five years.

On June 20, 1868, Father Christian (or Chrysostom) Verwyst assumed charge of the parish. The increase in population in and around the Saint Croix valley is evident by the fact that in addition to the congregation at Hudson, Father Verwyst also had as his "missions", Clayfield, Oak Grove, River Falls, Prescott, Schwalen Settlement, East Farmington and Somerset.

In spite of the arduous duties imposed upon him by such a large

responsibility, Father Verwyst still found time to plan and bring to completion many improvements to the church property at Hudson.

The most notable of these was the establishment of a parochial school, which he placed under the direction of James Donohue, which later was staffed by the Sisters of Saint Francis.

As might be supposed, the congregation was rapidly increasing in the parish of Hudson, and before long it became evident that the original frame church of St. James was unable to accommodate all the people.

Ground was purchased on the corner of Fourth and Saint Croix streets for a new building. At the same time he secured a large tract of land southwest of town for cemetery purposes, but he was reassigned to the southern part of the state before work could be started towards a new church.

Father Peter Lavin came to Hudson in his place, but he was succeeded six months later by Father Martin Connelly, who arrived in October of 1872 to start the job of erecting a larger new church building. The cornerstone was blessed and laid on the 23rd of August, 1874, but some years elapsed before the actual completion of the yellow brick structure.

On November 15, 1874, Bishop Michael Heiss of La Crosse solemnly blessed and dedicated the new church under the patronage of Saint Patrick. This still serves the parish today with two major additions added under Msgr. John A. Barney and Msgr. John M. Owens.

After the departure of Father

Connelly in 1875, Father Coleman performed the duties as temporary pastor at Hudson. In the summer of 1875, Father Thomas A. Kelly took charge of the parish, and it was he who built the present two-story yellow brick rectory to the west of the church.

He also was instrumental in organizing a branch of the Catholic Knights of Wisconsin, which is still providing valuable service to residents. Father Kelly canonically erected the Stations of the Cross in the new Saint Patrick's church on March 21, 1876.

In 1889 he was transferred to Eau Claire, and in July Bishop Kilian Flasch of La Crosse sent



THE RT. REV. MSGR. John A. Barney, was pastor of St. Patrick's church from 1889 to 1924.

Father John A. Barney to become the eleventh pastor of Hudson parish. Msgr. Barney first set about to erect the old school building, which is being used for the last time this year (1953).

Next summer it will be demolished to make room for the gymnasium of the new school building now under construction.

But the old building was completed on November 1, 1889 at a cost of \$7,000, and was solemnly dedicated by the Vicar General of the La Crosse Diocese, Very Rev. James Schwebach on November 5 of that year.

The Sisters of Saint Francis from La Crosse who had taught in the first parochial school opened by Father Verwyst had been succeeded by the Sisters of Saint Agnes from Fond du Lac, sometime in 1905. These Sisters are still in charge of the school at this time.

Monsignor Barney also made an addition to the church of what is now the sanctuary and the sacristy during his administration. He remained as pastor of Saint Patrick's until 1925. Father Ignatius Kinney was temporary pastor for a while until Father Peter Rice was sent to assume charge of the parish. Father Rice remained as pastor until September 15, 1934 when Monsignor John M. Owens was appointed pastor.

Since Msgr. Owens has been here, he has done considerable work in improving and repairing the church and rectory. In the pastoral pursuit of his charge, he has given his zealous and wise direction of the parish library, now with upwards of 1600 vol-



THE REV. FR. Peter Rice (1880-1953), served as pastor at St. Patrick's church from 1925-1934.

umes. It was inaugurated ten years before Bishop Albert G. Meyer asked in one of his pastoral letters that each parish should have a library.

The Ladies Guild, which was founded in the parish by Father Kinney, now forms an integral part of the parish family, and together with the Parish Council provides valuable assistance to the spiritual and social well being of the parish.

The most evident fruits of the labors of all these years by both pastor and people is seen in the religious vocations which come from a parish. Vocations to the Sisterhoods are steady, and this year the parish gratefully and joyfully celebrated the ordination to the priesthood of one of its own sons, Father James Dabruzzo, presently stationed at Hurley.

From the humble beginnings of two French trappers and lumbermen, who when settling here in

the beautiful St. Croix Valley brought their Catholic faith with them, has come the present status of the Catholic church in Hudson, numbering over 400 families.

Pastors who served the Catholics in what is now known as St. Patrick's Congregation of Hudson are:

1855-1856 Rev. George Keller
1856-1857 Rev. J. J. Maggee

1857-1858 Rev. A. Godfert
1858-1861 Rev. Napoleon Mignault
1861-1863 Rev. Nicholas Stehle
1863-1868 Rev. Sebastian Seif
1868-1872 Rev. C. A. Verwyst
1872-1872 Rev. Peter J. Lavin
1872-1875 Rev. M. Connolly
1875-1875 Rev. Coleman
1875-1889 Rev. Thomas A. Kelly
1889-1925 Msgr. John A. Barney
1925-1934 Rev. Peter Rice
1934- Msgr. John M. Owens

Norwegian Immigrants Founded Bethel Lutheran Church in 1873

Bethel Lutheran church dates back to March 15, 1873. It was on that day that a number of Norwegian families met at the home of John Lake for the purpose of discussing the possibilities of organizing a congregation in Hudson. Those who committed themselves to the "best of their ability" were: Jens Thonneson, Ole Gunderson, Elias A. Baker, Ole Lake, A. D. Olson, Ole Hammer, Olaus Johnson, Nels Johnson, Hans Holbeck, Christian Amundson, Ole Thonneson and John Lake.

The congregation was organized under the name: "Norwegian Evangelical Lutheran congregation of Hudson and vicinity," and the first "meeting" was scheduled for March 18, 1873, at the Olson hall, (Harris Hotel) on First st. At that time A. D. Olson, Ole Lake, Ole Gunderson, and Ole Hammer were elected as officers.

At the April 12th meeting, held at the home of Mr. Gunderson,

a committee of three was chosen to ascertain the best location for a church building. Two petitions were to be printed, one in Norwegian and the other in English, asking for contributions. Meanwhile meetings (a term used for religious services, apparently), were held on the first Sunday of each month at Olson's hall. The "dues" were set at twenty-five cents per person. Before long a decision was made to purchase a lot north of the County Court House for \$375, the amount to be paid in three years, at ten percent interest. Plans for the new church were left in the hands of John Amundson and Ole Hammer.

Worship services during those early days were few and far between. Ordained pastors were not plentiful among the Scandinavian Lutherans, (nor in any denomination for that matter). Those who preached covered large areas in their "mission" travels from one community to another in Wisconsin.

sin and Minnesota. Means of transportation were slow and cumbersome. Let it be said in tribute to these pioneer folk, that the cultivation and preservation of the faith was left heavily on the home, where father and mother taught the elements of Christianity to the children.

Two of the traveling "mission" pastors who conducted early services in Hudson were the Rev. Nils Brandt and the Rev. B. J. E. Muus. The first pastor to preach somewhat regularly to the Norwegian Lutherans in Hudson was the Rev. O. J. K. Hagestad, who served the Rush River church between Baldwin and River Falls from 1863 and 1876. He was succeeded by the Rev. Hans J. Krogh, who was resident pastor at Baldwin from 1876 to 1880. According to the early records, the infant congregation at Hudson paid him a "salary" of \$50 annually, for services conducted every tenth Sunday.

On February 21, 1875, plans were finally drawn for the construction of the Hudson church. It was to be 30 feet by 78 feet, with a steeple. Lumber was to be purchased at the Lakeland mill—15,000 feet at \$10 per thousand. A Mr. Roestrav from Lakeland was appointed foreman of construction, and he was to be paid \$3 per day for labor. Several church members volunteered their services. The ladies' group (kvindeforening) promised to pay for the plastering.

In October 1876, the congregation voted to make a loan of \$175 for two years, at ten percent interest. The new building as it then stood was insured for \$1500 with

the Hekla Insurance company, at a premium of one and one-fourth percent. It should be stated here, that this church structure is still the main part of the present Bethel church located on the same lot, at 918 Third street.

The Rev. Mr. Krogh preached his first sermon in the new church in October 1876. It was decided at this time that the men of the congregation should take turns serving as caretaker. Also, there were to be contributions given for all baptisms and weddings. The present historian has attempted to ascertain the names of those who received the first rites in the new church, but because of the scarcity of reliable records, he cannot vouch for the accuracy of the names given here. The earliest church register goes back to 1877. According to this, Agnes Burchedeau was the first child baptized, on March 14, 1877. She is still a resident of Hudson. The first confirmand listed is Oline Lake, May 26, 1878. First couple married was Kristian Amundson and Lina Holien, on May 31, 1877.

In December 1877, the Ladies' Aid reported a total of \$60 in the treasury, and decided to have an altar-rail made for the church chancel.

Even though the congregation had been organized in 1873, it was not until 1879 that a constitution was adopted. That summer, Mr. Gunderson, a theological student from St. Paul, was engaged to teach "Norwegian school" at a salary of \$20 a month, each family to pay \$2 per month. Sessions were to run for six hours a day, with half a day on Saturday. (Mrs.

Laura Dixon, who still resides in Hudson, and who did much to compile this sketch, attended this school, and states that Student Gunderson boarded with her parents).

An interesting sidelight is injected into the old record here. In July 1879, an "excursion" was made on the riverboat Knapp. Tickets were sold for \$1.50 per family, or \$1 for each person. Ice cream, lemonade, soda pop and candy were included. (Note: this must have been the event-of-the-year for the people who could afford to make such an outing!)

The years that follow contain few historical highlights that are recorded. The Rev. J. O. Scheie was the first resident pastor, serving in 1881 and 1882. He was succeeded by the Rev. Mr. Krogh again. In 1888, the Rev. J. H. T. Lee came to Hudson, remaining until 1894. It was during this period, perhaps in 1890, that the church chancel was added, as well as the steeple. The Rev. Mr. Lee came back to serve Bethel again in 1903, and remained active until 1918. Many of the present membership still remember this "grand old man" who left so many years of his life's work in this community.

Other pastors who served the church were the Rev. Hans Fosness, 1894-98; the Rev. Holm Holmsen, 1899-1902, and the Rev. B. M. Branford, 1918 to 1922. The basement of the church was added in 1897, as the needs of the small but growing congregation became greater.

This writer feels that here a change takes place in the life and

contribution of Bethel Lutheran church. From its inception until the years of World War I, the history and accomplishment of the church centers around the use of the Norwegian language. The Lutheran church in America was from its beginnings a foreign-language church, because the people who made up its constituency came from the Scandinavian countries and Germany for the most part. These pioneer folk brought their language and customs with them, and for year insisted on guarding these jealously. Religion had to be learned and practiced in the mother tongue. As a result the Lutheran church was one of the last to be completely Americanized, which also accounts partly for the many divisions of American Lutheranism today.

The Rev. Oscar Thompson came to serve Bethel in January, 1923. At that time sixty-six families belonged. And with his coming, the congregation's work and activity gradually shifted completely into the use of English. Church records were kept in English; an English Sunday school was held. And with the use of the language of the land the congregation grew more rapidly than heretofore. The Rev. Mr. Thompson was called to serve Our Savior's church in Stillwater, as well as a congregation at Bayport. This arrangement continued until 1945, when the latter church withdrew from the parish, and in 1946 when the press of work in Hudson caused Pastor Thompson to resign from the church at Stillwater.

During the Rev. Mr. Thompson's long pastorate of more than

twenty-five years, Bethel church enjoyed much material and spiritual growth. A few highlights from this quarter of a century will have to suffice for this brief historical sketch. A new reed organ was purchased by the Luther League (young people's group), in 1923. The duplex envelope system for church financing was adopted in 1925. The Sunday school was reorganized and materially as well as numerically strengthened through the years. The church began sponsoring a Boy Scout troop as early as 1929, and together with Zion Lutheran church is still the co-sponsor of Troop 140.

In 1925, the decision was made to enlarge the church to its present size. This was done by moving the chancel back to make room for a cross-section, twenty feet by forty feet which, aside from adding needed space to the church auditorium, also made room for choir lofts on each side of the church. It also made possible a rearrangement of the kitchen and furnace room. The total cost of this remodeling project was \$8000, which seemed quite impossible at that time. Rededication services were held in January 1926.

The old Mission Society (kvindernes missions forening), was disbanded in 1927, to make way for the Mission circles in the congregation. The main efforts of these groups of women have been focussed on missions and charities, both at home and abroad. Bethel church has, especially in the last several decades, displayed a great deal of zeal for such endeavors.

The regular benevolence budget at the present time is about \$3400 annually. Other organizations begun through the years, and still functioning as congregational auxiliaries are: the Ladies' Aid (dating back to pioneer days), the Men's Brotherhood, the Luther League, and the Bethellettes (organized in 1948). Several other groups have functioned for brief periods.

Perhaps one of the outstanding contributions of Bethel church has been made through its choral program. The Rev. Mr. Thompson, together with Edith Hanson, (now Mrs. D. H. Sather), developed strong Senior and Junior choirs. Mrs. Sather has also served as church organist for many years. At the present time more than eighty children and older people participate weekly in the choral activity of Bethel. A Hammond electric organ was installed in 1947.

In the period of the 1940's, especially, the growth of the church's Sunday school, including children in the grades and post-confirmation high school students, made more physical facilities a deeply-felt need. Various solutions were discussed from time to time, but little materialized. Bethel church was virtually "overflowing" with children and young people each Sunday morning. Little tots met in their classes in the furnace room.

Meanwhile, the Rev. Mr. Thompson resigned as pastor in January, 1948, after serving the congregation for a quarter of a century. The church's 75th anniversary was observed that summer.

It was left largely to his successor, the Rev. N. P. Scheide, to come to grips with the shortage-of-space problem, when he arrived in Hudson in August 1948. Steps were immediately taken to provide more adequate facilities for the church school. The initial step was taken in November, when the James Thomson property adjacent to the church was purchased for \$13,000. It was originally intended for use as a parish house but the congregation voted to make it the parsonage, and the following May the pastor's residence at 1031 Second street was sold.

Plans were drawn up by Mr. Dale Karow for the basement of a parish educational unit. This construction, located immediately back of the church, was carried out in 1950. Financing progressed far better than anticipated, and in 1952 the Minneapolis architectural firm of Lang and Raugland was engaged to draw up plans for the complete parish educational building. This beautiful but unpretentious addition to Bethel's physical plant, providing the much-needed room for more adequate church school classes, as well as other activities, cost about \$37,000. It was dedicated on October 12, 1952, by Dr. J. N. Brown, president emeritus of Concordia college, Moorhead, Minnesota, (the pastor's alma mater). It is the plan of the congregation that this new structure will be joined by a new church edifice in the future. In

the meantime, more than 215 children and young people are enjoying better facilities each Sunday.

During the last several years much progress has been evident in Bethel Lutheran church. Not only is this true in the physical plant, but also in the realm of the spiritual. A growing stewardship of time, effort, and means evidences an inner growth in the lives of people. More than \$21,000 was contributed by members through the regular channels in 1953. This year saw an all-time high in average church attendance of 295. Since the spring of 1951, two Sunday services have been necessary, except during the summer months. Baptized membership of Bethel Lutheran church at the present time is about 645.

It should not be necessary, in this historical resume, to point out contributions that a church makes to a community. Any thinking person knows what the Christian church has accomplished, and does accomplish, wherever and whenever people give it a chance. Bethel Lutheran church is no exception. Silently at times, slowly perhaps, but nevertheless decisively, its impress is made on the lives of young and old. From the time of the founding pioneers, who labored amidst hardships and against obstacles, to the present day, lives have been enriched. People have been led to know Jesus Christ. And that, after all, is the church's mission in the world.

History Shows Omaha Car Shops Founded in North Hudson in 1872

by Parr Bloom

(Editor's note: A former Omaha employee, Parr Bloom has had 21 years railroad experience, which included being secretary to Gen. Carl R. Gray. Bloom was reared in Hayward, Wis.)

When freight and passenger trains emerge at the crest of the grade just east of Lake Elmo and slip down into the station at Hudson, they actually negotiate a dip in elevation of 236 feet. To put it another way, that point at the top of the hill east of Lake Elmo is 351.8 feet above sea level, and the station at Hudson stands 115.4 feet above sea level. Then while the rear of the train is still on the descending grade, locomotives on the head end have to go to work immediately leaving Hudson climbing the grade on the Wisconsin side, and they continue to climb until they reach the summit at a point between Northline and Roberts where they have ascended to a height of 479.1 feet above sea level, or a rise of 364 feet from the station at Hudson.

Present day construction engineers shake their heads. Surely there must have been a more accessible route into Hudson. Nevertheless, there it is, and, because there will always be railroads, there it undoubtedly will stay, notwithstanding the operating handicaps that those severe grades impose.

But there are oldtimers who will

have you know that the approach by rail to the city was once different. Presumably, the original line came down the hill from Northline, crossed the Willow river, skirted North Hudson, and then, re-crossing the river, it came on into the passenger station along the Wisconsin shore of the St. Croix. If the waters of Lake Mallalieu were to be drained there would be revealed the old piles that supported the railroad bridge over the Willow river.

Today we refer matter-of-factly to "The Omaha" much in the same trite vein that we use perhaps in speaking of those many other important things that are with us in our every-day life. It might be well to take a look back into the past at some of the happenings and incidents that entered into the development of these physical properties as we know them today.

History

Of course we know that Hudson existed years before the railroad arrived. Often conversely the situation with so many communities and towns along the right-of-way today, we can truthfully say that Hudson came first; and, when we say, "the railroad came to Hudson", we go back to the 60s and 70s of the Nineteenth century.

We learn from valuation records and other sources that the present Chicago, Saint Paul, Minneapolis and Omaha Railway com-

pany—its full and legal name—is a merged result of some thirty odd grants and legislative authorities of one form or another. It is perhaps necessary here to go into a brief narrative of the purposes and intentions of at least four of these small individual ventures, who, with an eye to the future, had as their object the servicing of Hudson with rail transportation.

First, in 1863, the Tomah and Lake St. Croix Railroad (later changed to the West Wisconsin Railway) was authorized to build from Tomah in Monroe county to Lake St. Croix. The ten miles from Tomah to Warren was completed in 1867, and, building westward through Black River Falls, Augusta, Eau Claire and Menomonie Junction, they ultimately reached Hudson in 1871. In March of 1871 the West Wisconsin company was authorized to bridge the Willow river and Lake St. Croix at the city of Hudson, and then build or purchase any railroad in Minnesota having its terminus at Lake St. Croix.

The St. Paul, Stillwater and Taylors Falls Railroad was authorized by the Minnesota Legislature in 1869 to build from St. Paul to Stillwater Junction, at which point the lines branched, one leading to Stillwater, and the other proceeding to a connection with the West Wisconsin Railway at Lake St. Croix. The intention to build from Stillwater to Taylors Falls of course never materialized.

There followed the North Wisconsin Railway company which was authorized in 1871 by the Wisconsin Legislature to build

from Lake St. Croix to the west end of Lake Superior. Thirteen miles of that railroad was completed that year from North Wisconsin Junction (now Northline) to New Richmond. In 1874 it was completed to Clayton; in 1878 to Cumberland; and in 1879 to Spooner.

Finally, the Hudson and River Falls Railway was authorized in 1878 by the Wisconsin Legislature to build and operate a line from the bridge over Lake St. Croix at Hudson to River Falls. The line was completed that year.

It should be well to tie things together at this point by recording that the West Wisconsin company in 1872 built eastward from Warren to Wyeville, and on to Elroy (abandoning the line from Warren to Tomah). This of course effected connections with the Chicago and North Western at Wyeville and Elroy, creating the now famous "Route of the 400s" to Milwaukee, Madison and Chicago.

The North Wisconsin company, of course, continued building north from Spooner, branching at Superior Junction (now Trego) with one line ultimately reaching Bayfield and Ashland on Chequamegon Bay, and the other Itasca and Superior at the west end of the Lake. The Omaha continues to this day to operate their trains over the Northern Pacific tracks from Superior into Duluth.

They must have kept their lawyers burning the midnight kerosene back in those days, because the records reveal that the West Wisconsin company in 1871, under a 990 year lease, acquired exclusive use of the Saint Paul, Stillwater

and Taylors Falls company tracks between the St. Croix drawbridge and Stillwater Junction, and operating rights over the balance of their line on into St. Paul.

Then, in 1876, the Saint Paul, Stillwater and Taylor Falls company made an arrangement with the North Wisconsin to operate their respective railroads and trains jointly with each other. It was then of course necessary for those two companies to secure trackage rights from the West Wisconsin company to operate their joint trains between Northline and Stillwater Junction. Of course Stillwater Junction is now just a mythical spot in the right-of-way.

It becomes important at this juncture to briefly explain the several developments which resulted in the one company which operates the lines emanating out of Hudson today.

The Hudson and River Falls company became absorbed by the St. Paul, Stillwater and Taylors Falls company, and those two in turn became absorbed by the North Wisconsin company. The West Wisconsin company fell into financial difficulties and their properties were conveyed in 1878 to the Chicago, St. Paul and Minneapolis company, which was organized that year by a group of businessmen of the day.

The Omaha company, as we know it, came into existence as a Wisconsin Corporation in May, 1880. It was the result of a consolidation of the North Wisconsin company and the briefly existent Chicago, St. Paul and Minneapolis company. While plans for its ex-

pansion were definitely in the making, it was, in May 1880, a small railroad owning less than 300 miles of track, all of which was located in the state of Wisconsin. The operations in Minnesota were still at that time being conducted over leased trackage of other railroads, and some of those trackage lease arrangements continue to exist today.

We inject here a note of human interest. The construction of the drawbridge over the St. Croix river was productive of some unhappiness among the lumbering interests in the valley. It was felt it would interfere with the movement of logs on the river. The situation came to a climax when, on July 7, 1871, six steamboats carrying some 200 lumberjacks moved down the river from Stillwater. Three steamers; the "Louisville", the "Whitmore" and the "Brother Jonathan"; were lashed together and moved to the attack upon the construction where the present drawbridge now spans the St. Croix and where all trains now pass interstate. Many piles were dislodged by the onslaught; the pile driver was captured, and the attacking force returned triumphant to Stillwater where the pile driver was delivered over to the good people there as a token of victory. On July 18, 1871 a compromise was reached. The draw-span was widened to facilitate the passage of rafts and logs, and construction of the bridge was completed. That particular event has come to be remembered as "The Battle of the Piles".

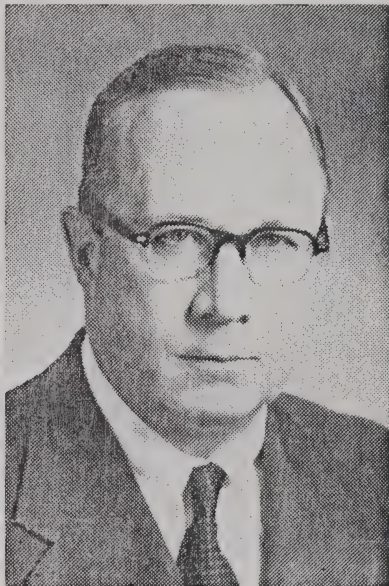
The first president of the Omaha

company was H. H. Porter of Chicago. C. W. Porter of Hudson was the corporate secretary, and he likewise served as the Land commissioner. John C. Spooner was head of the Law Department as General Solicitor.

One can readily appreciate how many neighboring towns and communities got their names when we read of those men involved as directors and officers of the railroad in the early days. Among them we find, significantly, Jacob Humbird, D. A. Baldwin, J. B. G. Roberts, R. R. Cable, R. F. Hersey, John Comstock and William H. Phipps. William H. Phipps was corporate secretary of the old North Wisconsin company, and later Land commissioner of the Omaha company. He subsequently held the same position with the Northern Pacific railway in St. Paul. Apparently that great railroad came to look to Hudson for their Land commissioners because John M. Hughes also served them in that capacity until his retirement in 1948, and he in turn was succeeded by Mr. L. L. Schwarm, their present Land commissioner. By a coincidence, all of these men lived at one time or another in residences on Third street.

In addition, among the group of businessmen listed as the organizers of the Chicago, St. Paul and Minneapolis company in 1878, we find the names E. W. Winter, C. D. Young and H. H. Weakley, all of Hudson.

The general offices or headquarters of the company were originally located at Hudson. However, they were removed to St. Paul in 1880. Annual meetings,



Charles C. Jensch

in accordance with the by-laws, are held on the first Wednesday after the second Tuesday of April, each year. Up to the time that it was dismantled, these Annual meetings were held in the original land office building which was located adjacent to and on the south side of the main line tracks approximately one city block west of the Second street railroad underpass. Since that building was disposed of, Annual meetings have been held on the site of the present Hudson passenger station.

The shops came to Hudson in 1872. The first shops of the company were located at Eau Claire to take care of repairs to engines and cars". However, they were moved to Hudson in 1872, with A. C. Peck as the Master mechanic

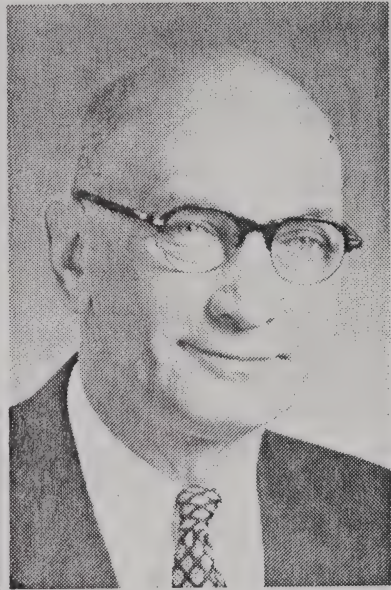
in charge. In 1881 the locomotive repair operations were removed to Shakopee, Minn. They found their way the following year to St. Paul. The car repair operations, however, remained at Hudson. The shops were originally south of Wisconsin street in North Hudson, and east of the Omaha Record building as it is known. Total destruction of the shops occurred by fire in 1889, and reconstruction of most of the buildings in their present location was completed in 1890.

Following Peck, L. T. Mead served as Master mechanic (1874-75), and he was followed by Matt Ellis (1875-80). These men carried responsibilities corresponding to the present-day Superintendent Motive Power and Machinery.

In 1880, master car builders came into the picture. The first was J. R. Reniff (1880-81). He was succeeded by M. B. Rice (1881-83). Rice was succeeded by H. L. Preston (1883-1901). J. W. Muncy became Master car builder in 1901, serving until 1909. He was succeeded by Gustave Larson who served until 1913. He was succeeded by William H. Thorn, who held the position until he retired in 1933, a span of 20 years. Thorn was succeeded by John M. Ryan, who served until his retirement in 1944.

Four Station Agents

Up to the present, Hudson has had only four station agents. The first was R. S. Roe (1886-1920). He was followed by W. S. Davis (1920-37). Davis was followed by T. F. (Tom) Hurst (1937-47), who in turn was succeeded by the incumbent, J. M. (Jim) Corcoran.



William S. Larson

The longest period in this position was served by R. S. Roe. 34 years is a long time to hold down one job. More clearly remembered by most people today, however, would be "Sherm" Davis, as he was affectionately known, and he couldn't exactly be termed a "boomer" with his 17 year tenure as agent.

Undoubtedly there are many who still have a vivid recollection of the old Depot eating house. It was located across the Ellsworth line tracks, south of the passenger depot, and had a timber pedestrian bridge approach to its entrance. The eating house was destroyed by fire May 20, 1925. Here the Ryan sisters fed the hungry train and engine crews, as well as the stop-over travelers who "changed cars at Hudson for Stillwater, Beldenville, River Falls,

Ellsworth and all points east”.

The Eastern division of the Omaha underwent a major face-lifting starting in 1907 and being finally completed in 1913. Extensive re-shaping of the right-of-way eliminated many sharp curvatures in the track. Grade crossings were replaced with underpasses and overhead highway bridges. Man-made cuts and fills leveled off the roadbed. Double track replaced single-track operation, and automatic electric block signals took over for the manually operated signals.

Among those railroad men contemporaneously regarded, are some whose importance in their official capacity should merit special mention.

Officials

Charles Jensch started in 1886 working at odd jobs in the shops during summer vacations from school. His career started in earnest in 1890 when he accepted permanent employment in a clerical capacity in the Accounting department in St. Paul. Before being made chief clerk in 1896 he worked his way upward through a number of clerical jobs. He was appointed General auditor in 1910 and Comptroller in 1916. His outstanding ability and knowledge of technical railroad accounting procedure was even more fully recognized in 1929 when he was appointed comptroller for the entire North Western system, including all subsidiaries, and with headquarters in Chicago. One of his many lasting contributions was the major role that he played in the financial reorganization of the company in the early 1930s.

He was a member of the board of directors of the Minneapolis Eastern Railway, a subsidiary owned jointly with the Milwaukee railroad. He was also a member of the Omaha Pension board. While still active, Jensch died May 9, 1936 after 47 years of distinguished service.

William H. Thorn, sixth Master Car Builder of the company, completed 44 years of continuous service up to his retirement in 1933. He started as a coach painter in the shops at Hudson in 1889. He progressed through various increasing responsibilities in the Car department, being appointed Master Car Builder in 1913; a position he held for 20 years. Thorn died May 2, 1935.

George L. Wright, the company's first Superintendent of Safety, started in 1896 as a telegrapher-agent. Except for an interim of 2 years when he was loaned to the Superior and Southeastern railway, Wright's service was continuous. He was appointed Superintendent of Safety in 1913, and assumed the additional duties of Superintendent Freight Claim Prevention in 1920, holding these positions concurrently until his retirement in 1935. Wright died June 23, 1941.

Isaac Seddon, who retired in 1924 after 49 years of service, started his career with the old West Wisconsin company as a clerk in their general office building at North Hudson in 1875. He served in various capacities until he was made Purchasing agent in 1899, a position he held for a span of 25 years. Seddon died April 24, 1931.

Frank W. Coyle gained recognition nationally as a leader in labor relations. He started as a truck repairer at Hudson shops in 1906. He transferred to train service as a brakeman and was promoted to conductor. In 1914 he transferred to yard service as a switch foreman in the yard at Hudson. In 1921 the Brotherhood of Trainmen elected him as their General chairman, representing all lodges on the Omaha. His outstanding work in that capacity caused him to be chosen as vice president of the National organization of the Brotherhood of Railroad Trainmen. Coyle died July 8, 1952.

R. W. Clark was the second Local treasurer of the Omaha company. He held that position from 1889 to 1894.

George W. Bell held the position of Land commissioner for many years—29 of them in fact—until his retirement in 1923. He entered the service in 1881.

Unique by its very nature is the Veteran Employees association, which came into existence in 1914. The primary qualification for membership in the association is 30 years of continuous service. Many residents of Hudson and North Hudson proudly sport a "30" button. Interestingly, the records show that the late J. Dudley Condit, a native of Hudson, was one of the organizers. Condit was a conductor. Charter members of the association included, from Hudson, George W. Bell, J. Dudley Condit, E. S. Graves, J. K. Hilyard, W. H. Johnson, D. Mahoney, Dan Murphy, J. W. Muncy, R. S. Roe and J. Seanlan.



Harry B. Christofferson

On June 6, 1931 the railroad celebrated its fiftieth anniversary with a homecoming at Hudson. The first board of directors' meeting was reenacted, at the old Land Office building, before newsreel cameras and the radio. Actors portrayed the parts of the original directors who were David Dow, Russell Flower, Augustus Schell, John Spooner and Cornelius Vanderbilt. This was followed with a meeting of the then active board of directors, including Charles W. Nash of the Nash Motor company, Fred W. Sargent and Ray N. Van Doren, president and vice president and general counsel, respectively, of the railroad, Walter W. Head, and Edson Sno Woodworth, Minneapolis grain men.

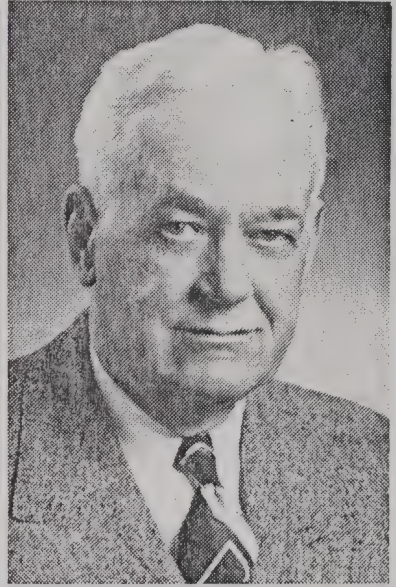
Hudson now proudly numbers as a permanent resident Major Gen-

eral Carl R. Gray, Jr. The General, a veteran railroader and distinguished soldier, retired from active public life in 1953 as head of the United States Veterans' administration. He served the Omaha company from 1929 to 1943, successively, as general manager, vice president and general manager, and Executive vice president. He also took time out from a busy career in industry to serve his country in two World Wars. In the latter he headed that important branch of the armed services that we know as the Military Railway service. He was their commanding officer throughout the entire progress of World War II in the North African and European theater of operations. When the war was ended General Gray returned to railroading for a short period as vice president in charge of Public Relations for the Chicago and North Western system, prior to his appointment as the Administrator of Veteran Affairs.

Natives of Hudson now living in retirement include several former officials of the Omaha Co.

John M. Ryan started his career as a bolt cutter in the shops back in 1893, working during summer vacations from school. His continuous service started in 1897, and he worked through various jobs in the car department, becoming chief clerk to the Master car builder in 1899. He moved upward through various supervisory positions in the car department, being appointed Master car builder in 1933, succeeding Thorn. Ryan retired from active service July 1, 1947.

William C. Johnson started for



Edwin E. Ruseh

the company as a telegrapher at Hazel Park in 1900. He was promoted to District Signal Maintainer, and in 1911 he was made General signal supervisor. In 1936 he succeeded George Boyce as Superintendent Telegraph and Signals, which position he held until his retirement in 1942 after 42 years of continuous service.

Personnel

This community has contributed personnel-wise to other railroads in addition to the Omaha and North Western.

As indicated previously, L. L. Schwarm, present land commissioner of the Northern Pacific railway, comes from Hudson.

R. Bryant Johnson, son of William C. Johnson the former superintendent telegraph and signals for the Omaha company, is fol-

lowing in his father's footsteps. Bryant was born in Hudson and got his start with the Signal department of the Omaha. He is now assistant superintendent of communications for the Northern Pacific at St. Paul.

A. W. Deleen, now general superintendent of dining cars for the Great Northern, is a former resident of Hudson.

Elliot E. Nash, for many years chief operating officer for the Minneapolis and St. Louis Railroad, was likewise a product of Hudson.

And, E. B. Finnegan, retired vice president traffic for the Milwaukee railroad at Chicago, came from Hudson, as did Fred Bushnell, one time purchasing agent for the Great Northern at St. Paul and Charles Buell, general storekeeper for the Duluth, Mesabi & Iron Range at Duluth.

Hudson in the past has contributed very substantially to the rail transportation industry. That she is continuing, and will do so in the future, is evidenced by the number of men who hold responsible jobs today.

Edward A. Vik started his career in 1915 as a clerk-stenographer in the car department at Hudson shops. He was transferred to St. Paul in 1917 where he filled clerical positions in the purchasing and general claim departments. After some service in the operating department, he was appointed contract attorney in the office of the general manager. He then became involved with the responsibility for handling labor matters for the Omaha company with the title originally of assistant to the executive vice president, and later

director of personnel. In addition to these duties he carried the responsibilities of the elective office of assistant secretary of the Omaha company. On June 1, 1943 he was appointed assistant director of personnel for the system lines, with headquarters in Chicago. On December 1, 1949 he was elected assistant secretary and on June 13, 1950 secretary of the North Western and Omaha companies and all subsidiaries.

Edwin E. Rusch started his career with the Omaha in 1909 working at various jobs in the shops during summer vacations from school. In June, 1912 he accepted regular employment as a clerk in the Stores department, and held various clerical jobs until he was transferred in 1916 to the Accounting department in St. Paul.

In August, 1920, he was made Traveling accountant. He was successively promoted to assistant auditor disbursements, auditor disbursements and general auditor, with responsibility for all of the accounting functions in St. Paul. He also assumes the duties of the elective office of assistant secretary of the Omaha company.

William S. Larson was first employed by the company in 1912 at Hudson shops, and he worked temporarily during summer vacations from school at various jobs in the shops. In October, 1914 he accepted regular employment in the Stores department at Hudson. In June, 1916 he was transferred to the Accounting department in St. Paul. He held various clerical positions until May 1, 1924 when he was made Traveling accountant. Successively he served as

Valuation accountant, assistant auditor disbursements, assistant auditor of capital expenditures at Chicago, and, back to St. Paul on July 1, 1947 as auditor disbursements, the position he now holds. Larson continues to carry the title of Valuation accountant in addition to his responsibilities as auditor disbursements, and he is secretary of the Pension board.

Stanley R. Beggs started in 1916 working summer vacations from school. In July, 1924 he accepted regular employment in a clerical capacity in the accounting department at St. Paul. He left the company in 1927 to enter the employ of the International Harvester company, returning in May, 1934 as Traveling auditor. Through successive promotions he served as assistant auditor revenues, assistant auditor disbursements, acting auditor disbursements and assistant treasurer. On December 7, 1951 he was made treasurer, the position he now holds.

Charles C. Jensch started for the company in 1918 working at various jobs in the shops at Hudson and the Engineering and Accounting departments in St. Paul during summer vacations from school. In June, 1923 he was regularly employed in the telegraph and signal department. He was transferred to the accounting department in 1924, and was successively promoted to assistant traveling auditor and general accountant. On December 7, 1951 he was made assistant treasurer, the position he now holds.

Carl M. Simonson was first employed by the company in 1913, as



E. A. Vik

a laborer in Hudson shops. He moved up through the crafts as a blacksmith helper and blacksmith, before being singled out by his fellow employees to represent them as their general chairman of the International Brotherhood of Blacksmiths of the Federated Shop Crafts. He was recognized nationally in that field by ultimately being chosen as the National vice president of that organization on July 1, 1948.

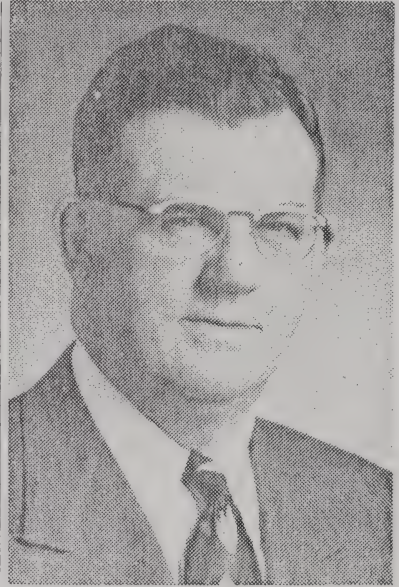
George J. Schueler, a telegrapher who likewise owns a "fist" for drawing cartoons, started for the company as station helper in 1911. He learned telegraphy and became an operator that year, working as such at various locations until 1917 when he "drew the position," as agent at Hawthorne, Wisconsin. On March 5,

1940 he was chosen by his fellow employees to represent them as their general chairman, Order of Railway Telegraphers.

Harry B. Christofferson was first employed by the company in 1903 as a painter-helper at Hudson shops. His jobs have been many and varied, most of them in a supervisory capacity in the Stores department. Christofferson's present title is Division store-keeper. He is also the president of the Omaha Railway Employees' Benefit association.

William J. Burton was first employed by the company in 1917 in the shops at Hudson. He worked during summer vacations from school in 1917 and 1918. In September, 1920 he was regularly employed as a bolt cutter in the shops, and was successively promoted to machinist, wheel shop foreman and machine shop foreman. On July 1, 1947 he was appointed to his present position as superintendent of shops.

Fred W. Bleier started in 1913 at Knapp, Wisconsin as an assistant signal maintainer. He served as signal maintainer at Baldwin, and was subsequently promoted



Stanley R. Beggs

to general signal supervisor and assistant signal engineer. He holds the position of Supervisor Communications and Signals.

Leonard C. Carlson was first employed as a lineman at Hudson in 1928. He has progressed through the jobs of assistant foreman and district lineman to Chief Lineman.

Hudson Star-Observer, Founded in 1854, Is Descendant of 9 Other Newspapers

The Hudson Star-Observer has the distinction of being one of the oldest newspapers in the upper Mississippi Valley. It is the outgrowth of nine different newspapers which flourished in varying degrees in the city of Hudson from pioneer days until 1909 when the name "Hudson Star-Observer" was adopted.

This paper was first known as the "North Star" and was founded by E. R. Otis and Dr. Otis Hoyt in 1854. During the following ten years the ownership of the paper changed many times. (From 1854 to 1864, the following owned and operated the paper: E. R. Otis and Dr. Otis Hoyt, U. B. Shaver, Edward Thwing, Allan Dawson, S. A. Clewell, J. S. Elwell, Sidney S. Starr and I. N. Van Slyke.)

Two years after the "North Star" was established another newspaper, first called the "Shield and Banner" and later the "Pathfinder," was started in Hudson. It was edited by James Hughes as a Whig Campaign paper. With the dissolution of the Whig party in 1856, however, the newspaper was discontinued as a political paper, but continued as a local paper under the name of "Hudson Chronicle." (Names closely associated with this paper from 1856 to 1864 were: James Hughes, J. S. Beal, James Wilson, Dwight Hall, Frank Daggett, I. N. Van Slyke, James Densmore, T. S. Seymour and Horace A. Taylor.)



Byron J. Price (1850-1923),
associate with the Star &
Times from 1879 to 1905.

It was in July 1860 that the interesting, and later internationally known Horace A. Taylor (1837-1910) came into the newspaper history of Hudson. Horace Taylor, better known as "Hod" Taylor had founded the River Falls "Journal" in 1857; he later became assistant Secretary of the Treasury in Washington, D. C., under President Hayes. He also served as Counsel to Marseilles, France. "Hod" Taylor purchased the "Hudson Chronicle" in 1860 and changed the title of the paper to the "Hudson City Times."



IN THE 1880's the Star & Times (now Star-Observer) was published in the Star & Times building, 113-115 Walnut street. (across the street from the present location). The publishers were Taylor and Price. Also located in the building were a seed, feed and cement store, and the Temperance Billiard Hall and Ten Pin Alley. Later the second story of the building was removed.

Star & Times

In 1864 the "North Star" and the "Hudson City Times" united to form the paper known as the "Hudson Star and Times." This combined two of the oldest newspapers in the St. Croix Valley.

"Hod" Taylor was associated with the "Hudson Star and Times" until 1889. Closely connected with "Hod" Taylor in this enterprise were S. A. Clewell and B. J. Price. The latter served as editor and publisher of the paper until 1905.

A well-remembered occurrence in Hudson's history is what has been called, "The great Hudson fire of 1866." This catastrophe de-

stroyed the office of the "Star and Times" together with practically the entire business section of this city. The fire, however, did not curtail the printing of the paper for even a single issue. Until a new building could be purchased and a new press installed, the "Hudson Star and Times" was printed at the office of the Prescott "Journal" in Prescott, Wisconsin.

During various periods two newspapers have been published in Hudson simultaneously. For example from 1876 to 1918 George Cline of Hudson published the "True Republican," an outstand-

ing newspaper of the Northwest.

In 1905 the "Star and Times" was purchased by W. E. Webster and Spencer Haven. They changed the paper from a semi-weekly to a weekly.

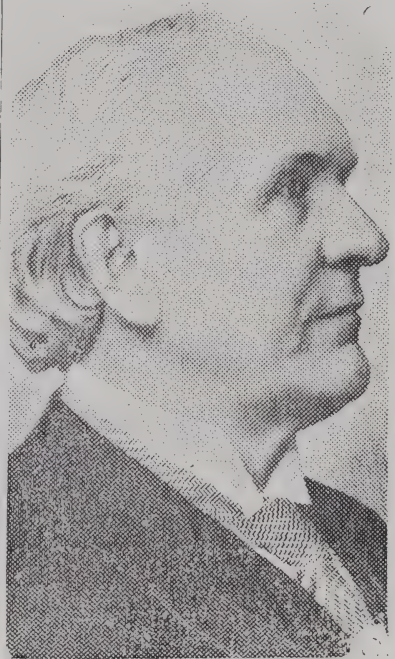
Observer

The "St. Croix Observer," which had been moved from Baldwin in 1901, was merged with the "Star and Times" in 1909 to become the present day "Star-Observer." The paper then for a short time was edited by L. B. Nagler, Verne E. Pease and Fred Harding.

During the next five years, the paper was successively in charge of A. E. Roese, the Van Meter-Welch Printing Co. and J. B. Shaw.

In 1917 the paper was purchased by Percy Ap Roberts of River Falls, who had been editor of the "River Falls Times." Mr. Ap Roberts continued as editor of the paper for the decade following the World War. In April 1928, Clarence J. Reiter bought the Ap Roberts interests in the "Star-Observer" from Mrs. Ap Roberts. Mrs. Ap Roberts had operated the paper since Ap Roberts' illness. At the same time Reiter also purchased the other existing newspaper in Hudson, "The St. Croix County Forum," which had been running for only a little over a year.

Reiter remained editor and publisher for nearly a quarter of a century, until he sold his interest in the paper to Yvette Ward and Willis H. Miller in August 1952. Mrs. Ward, wife of Charles A. Ward, president of Brown & Bigelow, assumed the role of publisher, while Miller became editor.



Horace A. Taylor (1837-1910), Hudson's most famous newspaper man from 1860 to 1889.

Reiter moved to California in October 1952.

Enlarging Program

A program of enlarging the physical plant was started late in 1952, when a two-story addition was built. A Goss Cox-o-type press was installed in December 1952, and early in 1953 an additional Intertype (a typesetting machine) was installed.

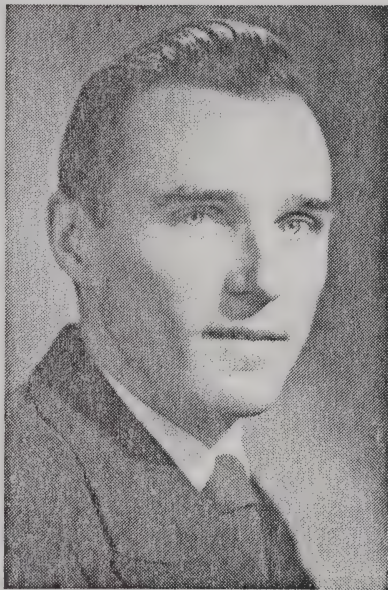
The size of the paper was increased from a seven to eight column sheet following the installation of the new press, and the number of pages per issue was increased from 10 to 14 and 16.

The staff includes Mrs. Ward,

publisher; Miller, editor; Floyd C. Olson, shop foreman; Mrs. Donald M. Johnson, ass't editor; Robert C. McGrew, advertising manager; Eugene W. Pierson, linotype operator and machinist; Mrs. Albert W. Hansen, linotype operator; John W. Clair, Walker D. Isaacson and Alfred A. Swanson, printers; Albert H. Torgerson, janitor; Daryle Haugen, "devil"; Mrs. Ted Peterson and Mrs. Byron B. Spalding, part-time employees.

The "Star-Observer," the descendant of some nine newspapers formerly published in Hudson, has served not only Hudson but the entire area for 100 years. It has recorded the vital issues of the day; it has given intellectual stimulus to four generations; it has brought to and given to the community the freedom of the press.

The Hudson "Star-Observer" stands as one of the oldest existing institutions in the St. Croix Valley.



Willis H. Miller



Yvette Ward



Clarence J. Reiter, editor and publisher of the Star-Observer from 1928-1952.



THE CENTRAL HOUSE, south west corner of Second and Locust street. The site is now occupied by Drolsoms and the Red Owl store. The picture belongs to John Defenbaugh.

History of Mercy Rebekah Lodge Dates Back to 1870

On May 4, 1870 the first Rebekah lodge was organized in Hudson. In November of that year it was named "Mercy Rebekah" and it still retains that name. This group had a precarious struggle for existence until August 1887, when, after over seventeen years, the meetings were discontinued.

In September, five years later, (1892), the now existent Mercy Rebekah lodge was organized, with Bessie Beard as Noble Grand. The fourteen charter members

were: Lucinda Ross, Abbie Darling, Mary Holmes, Emily Darling, Charlotte Jones, Lowella Fowler, Alex Ross, C. H. Gay, F. L. Darling, Jo Herrington, Orville Holmes, G. R. Jones and F. M. Fowler.

Eight former members were reinstated and 12 new, initiated. Emma Muncy Bohrer, was one, and has retained her membership until recent years.

The order supports the "Old

Folks Home" at Green Bay, Wis., established in 1890 and supports and educates the orphans of members. A growing loan fund is in operation to further the education of those orphans who desire a higher education than high school.

The Mercy Rebekahs, each year contribute their quota per member toward upkeep of the above projects, contribute boxes of jams and jellies and bed quilts. In the last few years, cupboards and dishwasher and elevator have been installed and the home redecorated. Each year the new assembly president of the state proposes a pet project and all 225 lodges of Wisconsin support her efforts. The Rebekahs donate to all local projects and requests for contributions for the general welfare of our state and county.

In October 1893, Albert Karras took charge of the order's drill team. In 1914 R. J. Birkmose was made captain and held that post until leaving for Texas in 1917. Mrs. Joe Eagan held that office also. In 1920 Birkmose was again elected and has held the captaincy to date. In those 34 years Mr. Birkmose has brought the drill team up to near perfection. They have been called on to put on the Ritualistic work of the order, all over the county and at district assemblies.

In 1932 the Hudson Degree staff was selected by the State Assembly president to put on their degree work at Wisconsin Dells.

That degree staff of twenty-two years ago included R. J. Birkmose, Mrs. Louis Ostby, Mrs. William

Gregerson, Mrs. Andrew Tobin, Mrs. Eric Petersen, Mrs. C. J. Olson, Mrs. J. A. Johnson, Mrs. C. E. Wright, Mrs. E. A. Harlander, Mrs. Melvin Lee, Mrs. Archie Arnold, Sylvia Rasner, Mrs. Lawrence Williamson, Mrs. Fred Kottke, Sr., Lillian Williamson, Grace Kottke, Lillian Swanson, Alma Digby, Lola Turnquist and Laura Brandenburg, musician.

Past Noble Grands include: Bessie Beard, Mary Holmes, Belle Ross, Lizzie Kircher, Lucinda Ross, Emma Muncy, Adelaide Montman, Lizzie Penman, Edna Holmes, Arka Fowler, Anna Weston, Mrs. Heinzl, Josie Mayer, Anna Ferlein, Fanny McIntyre,

Mrs. Corthell, Willa Johnson, Lillian Smith, Minnie Kaiser, Martha Goodrich, Abbie Ostby, Amy Karras, Margarethe Petersen (joined in 1903, still a member), Charlotte Turner, Adelaide Logan, Guri Lomnes, Jessie Goldberg, Mrs. C. J. Birkmose, Emma Gregerson, Inga Engebretson,

Hanna Olson, M. Jane Kennedy, Elizabeth Foss, Ann Peterson, Olga North, Hilma Lee, Eva Holden, Marie Christenson, Dena Wright, Grace Kottke, Alma Digby, Rose Tobin, Jennie Anderson, Lillian Means, Ethel Cuddebach, Ella Hannah, Edna Beggs, Flossie Williamson, Helga Beers, Helma Penman, Helen Fetterly, Laura Arnold, Hilda Pratt, Mary Porter.

Porter,

Lois Wilcox, Myrtle Dahlin, Claire Crider, Lydia Fenn, Gladys Jasper, Polly Melton, Hattie Peterson, Nona Agema, Jeannette Erickson, Vivian Brown and Betty Penman.

Dr. Otis Hoyt, Pioneer St. Croix Valley Physician, Came in 1849

by Anna Hoyt Epley

(Editor's note: The late Mrs. Epley (1851-1949) of New Richmond wrote a series of articles entitled "Memories of Early Days—A Chronicle of the Hoyt Family" which were published in the New Richmond Leader and the Osceola Sun, several years prior to her death. In her narrative, Mrs. Epley, the daughter of Dr. Otis Hoyt, included much of the rich early history of this area. Here is reprinted, a portion of her chronicle, graphically describing her reminiscences of the pre-civil days.)

All was in readiness for the journey to Wisconsin. "Old Boston" had the baggage at the front door; Aunt Fanny had packed the lunch: Excellent bread and butter, favorite "fried pies," eggs from the old speckled hen, a large jar of sweet apple and quince preserve with barberries for flavor and decoration, were among things long remembered.

The baggage: Two leather covered trunks, one of which had just come back from Mexico, and the other Eliza had purchased in Boston; the Doctor's medical and surgical cases; warm and suitable clothing for their journey.

They did not go directly by the Erie Canal, as their friend, W. H. C. Folsom, had gone in 1846, for Eliza had heard of a boat that had been frozen into the ice at Detroit, and they decided to go

through western New York and to Cincinnati by stage, and down the Ohio river to St. Louis.

Boat Trip

Eliza, already wearied by the long stage journey from Boston through three states, was ill most of the way on the river trip. Not so Mary, 12, and Charles. Their bright blue eyes were taking in all the facts of the big river boat, as it swept in great curves past the fertile fields and wooded hills of the Ohio. Coal barges, and later on the broad Mississippi boats carrying cotton, sugar and molasses were passed, all gliding in their direction between the bars and bluffs of that mighty stream.

They tarried a night or so at the thriving city of St. Louis, which they explored and made notes on the possibilities of the shopping district.

Then came the morning when they boarded the "Ben Franklin," for the last lap of the river trip, from St. Louis to St. Paul, the head of navigation.

An excitement of adventure pervaded the crowd on the boat: There were all nationalities, Indians, Negroes, English, Irish, Scotch, and especially Scandinavian; some of them had been on the boat all the way from Cincinnati—all going into the new country to see what riches the land held in store for them.

Among those on that boat who were to be heard from in later

years were Mr. Alexander Ramsey, soon to be Territorial Governor of Minnesota, and his lady, who were met at St. Paul and invited to the home of General Sibley. (That home is now a veritable museum of interesting old souvenirs.)

Also on the boat were John Tobin, and his 16-year-old wife, nee Janet Hamilton, whose son, the late Andrew Tobin, and his family have handed down the story of that exciting trip.

As if one boat load of adventurers was not enough, the "Highland Mary" also appeared on the broad river, and raced with the "Ben Franklin" until the skies were red with their fires.

Tobin's Story

Mrs. Andrew Tobin writes: "Often I have heard Andy's mother tell the story of that race when hogsheads of lard, being shipped north, were broken open and the lard shoveled into the furnace, and at last Grandpa's precious bran was commandeered to calk the leaking boiler."

The story does not say which boat won the race to St. Paul, but we think it must have been the "Ben Franklin."

"After the boat race, the Tobins continued by boat up the St. Croix river. They docked at Prescott, where all the passengers went into a hotel on the wharf to eat a meal on beautifully spread tables. Two young girls exclaimed over the big plates of sugar cookies, Oh, look at the nice cookies! Just like ours at home!"

"From Prescott, on up the St. Croix to Glenmont, six miles south of Hudson, their boat continued,

and stuck there on Catfish bar, where it remained a week or ten days.

"Mr. Tobin engaged room and board for his young wife at the Cashman's house. (These Cashmans were the parents of all the later Cashman families in this vicinity.)

"Mrs. Tobin wept with loneliness and fear at being left behind, while she thought wild Indians might attack him on his journey to find a home."

"Grandfather Tobin got his cow over to the West side, and with his horse and wagon traveled the road that ran along the tops of the ridges toward Stillwater, and settled at Marine Mills.

"There they lived two years, and there his wife learned to endure having her cabin home filled to the walls with Indians, when she was cooking something."

"Cow's milk was a delicious refreshment to the Indians, and they helped themselves boldly to the pans on the shelves.

"Mr. Tobin became head sawyer at the mill, which was near enough to her cabin for her to signal him, when the Indians became unbearable, by hanging a white cloth on a peg outside the window. Then her husband would come and drive them away; this was much to their amusement, for John was a small man, one of whose legs, once broken, was left shorter than the other, and when he slapped the big bucks with a lath, they mimicked his limp and roared with laughter.

"Only once did they lose their good nature; when John gave them a drink from a jar of but-

termilk cooling in the well. Then, because the Indian thought he had been poisoned, he was angry until John drank some himself. Even then he was skeptical until he felt of John's throat and saw the buttermilk was really going down.

"One of Grandma Tobin's neighbors in those days was a Crandall girl who married a McDermott. She was told that the Indians would covet a scalp like hers, so she kept her beautiful red hair always covered with a sunbonnet." So much from the annals of the house of Tobin.

Dr. Otis Hoyt and his family disembarked from the Ben Franklin at St. Paul, expecting to take a room there until they could find a house to live in. Greatly to their disappointment they were informed that there were only 20 available houses in St. Paul, and some of those were not suitable for a lady to live in. Of course they stayed somewhere for the night, and were glad to get the chance, for Eliza was still ill, and wearied by the journey, and Otis himself had suffered on the boat from one of those belated sessions of yellow fever which lingered to remind him of his army life. On his former trip to Wisconsin with Gen. Cushing, he had met Henry M. Rice of St. Peter, Minn. To Mr. Rice he had written asking assistance in finding a house in St. Paul. His answer was prompt but unfavorable, as Mr. Rice knew of no house in St. Paul, but offered to serve him in any other way he could. However, by that time, Otis had found a conveyance and continued his journey with his family and effects toward Wis-

consin.

Oxen

The boat from St. Paul up the St. Croix river had, by that time, departed, and his conveyance proved to be a stout lumberwagon drawn by oxen, and driven by a man named Kelly.

While this was a rough ride for Eliza, yet she could recline on her mattress in the bottom of the wagon; there was room for the children and the baggage, and she could see, following the wagon, the rest of the entourage, consisting of her husband on horseback, in uniform and greatcoat, pistols in holster, and sword by his side, as the custom was, and Oscar, the big Dane dog, following.

When their little procession came opposite Hudson, with its woods and hills across the broad St. Croix, an Indian appeared in a skiff on the lake. Otis beckoned him, and, leaving the wagon and its precious contents in charge of Kelly and the big dog, was paddled across to Hudson to interview another man about getting a house. The man was John O. Henning.

"Will there be another boat up the river today?" asked Otis.

"We cannot be sure from day to day," Mr. Henning replied, "whether a boat will reach here or not. There are sand bars which sometimes delay the boat for hours."

"Can I get a house in Hudson?" was the next question.

"I do not think you can find a house here that Mrs. Hoyt would live in," was the answer. "There are only a few old, habitable houses, and still fewer new ones."

So the Doctor returned to his waiting outfit and proceeded up to Stillwater, Minnesota, reaching there the later part of April, 1849.

Doctor Hoyt was very cordially received in Stillwater. He made it his business to call at once on the only doctor in town, but found he had gone out for the day.

He was informed that Dr. Christopher Carli was holding down an office there, in which several patients were now awaiting for him, and if he wished to assume the care of those patients, the parties believed it would be quite satisfactory to Dr. Carli.

Among the patients was a man who had been hurt in the woods, and a sick woman demanding immediate attention. Dr. Hoyt's uniform, showing his rank of Major Surgeon in the army and his friendly manner inspired confidence, and gave him work enough for the day, while his children and the weary mother rested at the clean and friendly Lowell House.

St. Croix Falls

The next day, Otis mounted a horse, and followed the St. Croix on up to St. Croix Falls. Towering pines and broad oaks thickly bordered the river. Where the undergrowth was not too thick were signs of many early spring flowers, and skunk cabbage and colts-foot were already out. The river banks grew more rugged toward the Falls, and while this made boat landing more difficult, the contrast between the rough and mighty rocks and the delicate spring foliage was a delight to the nature-loving doctor.

At St. Croix Falls he found the public house was too much

populated for him to think of taking his wife there, but he met several encouraging people.

Daniel Mears was the store-keeper, Hamlet Perkins ran the saw-mill. Phillip Jewell, who had also come from New Hampshire, had just built a house for himself and family. His wife, Hannah Jane Fuller Jewell, whose ancestors came over on the Mayflower, and two children, Jennie and George, who had been born in New Hampshire, the doctor felt would be congenial neighbors for his wife. Phillip Jewell told the doctor he would build for him a house similar to his own and that settled it.

The doctor and his family stayed in Stillwater, in a house back of Dr. Carli's until the late fall of 1849, when they all went to their new house in St. Croix Falls.

Life in Hudson as it was at that time (1852), when Annie was at the age of two, and from then on to the time she left to live in New Richmond in 1877, has resolved itself into a mass of impressions and pictures, which re-interpret themselves with dignity and conviction.

There were the houses in early Hudson. Dr. Hoyt and his family took their turn living in the log cabin that served as a landing place for many newcomers, just as Ella Sausman-Clark says her father's family lived there later, and remembers how her father berated the housekeeping of their predecessors, who happened to be a colored family. Eliza kept house there for her family until the doctor had the main part of his big house built where it now stands

on Third and Locust.

There were at least three houses built by a man named Emers, or Emerson. Two of them were painted pink. Ella Sausman-Clark lived on the street back of one of those pink houses, also.

Hudson

J. O. Henning's house was on South Second St. near the coulee but on the west side of the street, and facing the lake. Nearer the hill from him was a brewery built by Montman. Further south into the coulee lived the Gorsuch family, who afterward moved to New Richmond.

Alfred Goss, the banker, lived toward the north end of Second street at the foot of Vine street, and across from the Andersons.

Phillip Jewell followed Dr. Hoyt from St. Croix Falls to Hudson, and built a house south of the Methodist church on Third street, where Senator W. H. Phipps afterward lived.

Dr. Hoyt gave the lot for the Baptist church in remembrance of his oldest brother who was a Baptist preacher.

Deacon Martin's house was east of the Baptist church, and his yard was so full of shrubbery that timid children ran past for fear of concealed robbers.

Opposite Deacon Martin's house was Harrington's tin shop, and Mrs. [Hannah] Parrott, the nurse lived near there.

The Douglasses lived at the south end of Third street, part way up the hill. The Charlie Lewis family lived beyond him up the hill. Kate Seeley Lewis was a sister of Mary Seeley, a school teacher. Her fa-

ther kept the Seeley House, where the Public Library now is, and where Col. Benjamin Allen's house used to stand.

Hudson Movies

Col. Allen was a scion of the Allen family living in the state of Vermont. The Allens were among the "Green Mountain Boys." Sarah Allen, the Colonel's sister married Beal Stetson and lived a block east in the Stetson House.

When Col. Allen's daughter, Lovette, married Harvey Clapp and settled in New Richmond they spent their honeymoon with Lovette's aunt Sally Stetson. We were privileged to carry them a wedding present from sister Mary Remington Hoyt.

Many other roomers in aunt Sally Stetson's front room added their part to our silent movies of Hudson life. To us these memories are now fleeting and unorganized, but it is a great game to make comparisons between them and now, and to trace the lines of family relationships, often containing many famous persons.

There was little Annie McArthur, whose mother roomed at the Stetson house when her father was in the Civil War. With her hair in neat curls and wearing a clean apron, she used to come across Locust st. to play with the "Hoyt girls."

"I can stay one hour", she would announce, "and I must play on this side of the yard where mother can see me all the time". She always played fair, and we had fun with her, so we remonstrated when one day she started home before the hour was up.

"Yes," she insisted, "It's getting

up a shower, and mother says I ought to know enough to come home when it rains."

Obedience and good judgment, two soldierly characteristics, we think, worthy a relative of our great General McArthur, or of the McArthur who carried the colors in the same battle with our late honored comrade [A. R.] Kibbe.

There is the memory of the time when we girls, Frankie and Annie went to call on Mrs. Hannah Parrott, the nurse. In those days, hoopskirts were so much in style that even a seven-year-old had a rattan sewed into the bottom of

her lengthy skirt. Mrs. Parrott was always so cordial:

"Well! My dears! Come right in! And Frankie 'as a 'oopskirt. My word! And 'as Hannie got a 'oopskirt too?"

No, Annie didn't have a "'oopskirt" much to her regret. When Frankie sat on the parlor chair, and her hoop flew up and showed her pantalettes, she was "so mortified" that big tears welled out of her blue eyes, and Annie cried too. But it was soon forgotten, when Mrs. Parrott sent the maid to the kitchen to "see if there was some custard pie left".—Star-Observer, July 19, 1945.

Hudson Memorial Hospital Is Tribute To Community's United Determination

While many Hudson people had been talking about the need for a new hospital since the Sanatorium burned in 1934, little was done toward the realization of this goal until Mr. and Mrs. Stephen C. Phipps of Seattle announced the formation of the William H. Phipps Foundation.

This charitable foundation was incorporated in the State of Wisconsin for the purpose of building or aiding in the building of a hospital in memory of Phipp's mother, Mrs. Frances Phipps.

The Phipps Foundation received from Mr. and Mrs. Phipps securities in a Canadian Lumber company which was about to be liquidated. These funds, with interest, resulted in the foundation's eventually receiving over \$80,000.

When the formation of the Foundation and the gift was announced, the trustees, Joseph Yoerg, John Hughes, Emil H. Nagel, C. E. Day and Hugh F. Gwin offered in 1946, \$70,000 to the city for a hospital, on the condition that it be named the Frances Phipps Memorial hospital.

Mayor J. E. Newton then appointed a City Hospital commission consisting of Wendell Petersen, Lyle Udell, Raymond Casanova and C. E. Day. They looked into possible sites and discussed with Ellerbe and Company, St. Paul architects, the cost of a hospital. The architects drew preliminary plans and estimated that a new hospital would cost \$425,000.

Name Changed

When it became apparent to Mr. and Mrs. Phipps that the cost of hospital construction and equipment had risen so that their gift would not pay for a major part of the hospital, they asked the trustees of the Phipps Foundation to withdraw the original condition that the hospital be called the Frances Phipps Memorial hospital. The trustees complied with the request and later gave approximately \$70,000 to the Hospital Association, as well as financing the 1950 fund raising campaign. When the city council refused to include the cost of the hospital in the 1947 and 1948 budgets, the hospital commission became more or less inactive.

In 1950, another referendum was submitted to the City of Hudson and overwhelmingly passed in favor of a municipal hospital. When the council did not take steps to furnish funds for the building, the Junior Chamber of Commerce became active under the leadership of Thomas F. Bommer, who was the chairman of the association's hospital committee.

Bommer talked with a number of civic leaders and brought to Hudson a representative of Beaver Associates, a Chicago fund-raising firm. He met with the Board of Directors of the Phipps Foundation and explained what a drive entailed; they agreed that the foundation would underwrite the cost of a fund-raising campaign.

The Hudson Hospital association was then (September 1950) formed with Wendell Petersen, Dr. Charles Nuebel, Thomas Bommer and John D. Heywood as incorporators. The first board of direc-

tors consisted of Dr. J. E. Newton, Donald Gregerson, Hugh F. Gwin, Edwin W. Mayer, Raymond Casanova, Thomas Bommer and Mrs. Charles A. Ward.

Fund Drive

The drive for funds was made in October and November of 1950 with the assistance of Hal Haylor of Beaver Associates. Oscar N. Nelson was general chairman, and continued the quest for funds in 1951 and 1952.

The drive in the fall of 1950 was considered successful, with a total of \$215,149.70 being given or pledged by over eight hundred people or firms.

The gifts in this campaign included \$35,000 from Mr. and Mrs. Charles A. Ward, \$30,000 from Dr. Boyd Williams Estate Trust, \$10,000 from Mr. and Mrs. Fred C. Andersen and the Bayport Foundation of the Andersen Corp.

In January 1951 at the first annual meeting of the hospital association, Dr. Newton and Donald Gregerson were replaced on the board of directors by Harry Blake-man and Mrs. Walter Beggs.

Soon after this, Bommer moved out of the state and John Bauernfeind was elected to replace him.

Plans Chosen

The board decided that the hospital which would best fill the needs of the Hudson area would be similar to the one which had been built in Wells, Minnesota shortly before by the city of Wells on plans drawn by Ellerbe & Co., St. Paul architects.

The board, local doctors and other interested persons made several trips to Wells. On one of these trips Lyle Udell, who had taken an active part in the hospi-

tal commission and in the fund drive, died of a heart attack.

In March 1951, the hospital board signed a contract with Elberbe and Company. The plans were very similar to the Wells hospital plans, but incorporated some changes that the board thought desirable. In June and July, 1951, the board advertised for bids and on July 19 the bids were let. The low bidders were: General Contractor, George Olson of Stillwater; mechanical, heating and plumbing, George Meyer and Co. of Red Wing, Minn.; electrical, Wilcox Electric of Hudson and kitchen equipment, Joesting & Schilling.

Site

Prior to this time, the city sold the association that part of Prospect park south of Wisconsin st. as extended for \$10 and construction was begun by the general contractor on August 30.

Herman Hagestad, Jr. of River Falls, Hudson's city engineer, contributed his services and inspection of the hospital and the layout of roads. John M. Hughes, life-long friend of Mr. and Mrs. Stephen Phipps, represented the board. The community is greatly indebted to him for the hours he has spent at board meetings and at the hospital inspecting and for his work as a liaison man between the board and the architects.

More Funds

During the summer of 1952, it became apparent that it would be necessary to raise or borrow funds with which to equip the hospital and get it started. Enough had been pledged before this to build the hospital, but not to equip it.

Mr. and Mrs. Charles Ward were especially concerned about this as they wanted the people in the Hudson area to get topnotch hospital care at the lowest possible cost.

They began to ask their friends in the Twin Cities for donations for the hospital and many generous gifts resulted. Mrs. Ward also appeared before the city council and asked for funds from the city. The council responded with a gift of \$40,000 which was contingent upon its being a memorial to the Hudson men and women who had served in the armed forces, and in October, the name of the hospital was changed to the Hudson Memorial hospital and the name of the corporation was changed from Hudson Hospital association to Hudson Memorial Hospital, Inc.

Many people in Hudson and the vicinity contributed additional gifts. Just before Christmas, Mr. and Mrs. Ward contributed another \$15,000 and asked the city council to match the gift so that the hospital would have funds to meet its first payrolls and expenses before the hospital became self-supporting.

Women's Auxiliary

During the summer of 1952, the Women's Auxiliary was formed. Officers elected were: President, Mrs. M. E. Trolen, Sr.; vice presidents, Mrs. M. G. Anderson, Mrs. J. E. Newton, Mrs. E. J. Smith; recording secretary, Mrs. Fred Jones; treasurer, Mrs. George Holmes.

The sewing committee headed by Mrs. J. C. Hammill, with Mrs. C. V. Fry, Mrs. Arthur Riedel and Mrs. Albert Stevenson as assist-

ants, sewed all the linens and gowns necessary for the hospital, using over 1000 yards of sheeting and 900 yards of muslin.

Mrs. W. A. Petersen and Mrs. L. L. Petersen headed a house to house fund raising drive. Mrs. Hugh F. Gwin and Mrs. Ward Thomas led a special fund raising group.

New Board

At the annual meeting, February 23, 1954 the board of directors was increased from seven to 15 members. The new board of directors included Mrs. Martin E. Trollden, Mrs. Charles A. Ward,

John M. Hughes, Emil H. Nagel, Dr. N. W. Taylor, George R. Mueller, Arthur W. Lilley, Miss Bertha Burkhardt, Everett Dodge, Paul Baillion, Mrs. George Holmes, Mrs. Harry L. Goldberg, Bill Ingram, Wallace Clapp and Mrs. Joseph C. Hammill.

The officers of the board are: Mrs. Ward, president; Arthur Lilley, vice president; William C. Hale, secretary and Leonard G. Nordlund, treasurer. Members of the executive committee are: Mrs. Ward, Mrs. Trollden and John M. Hughes. A. W. Lilley is the alternate on this committee.

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