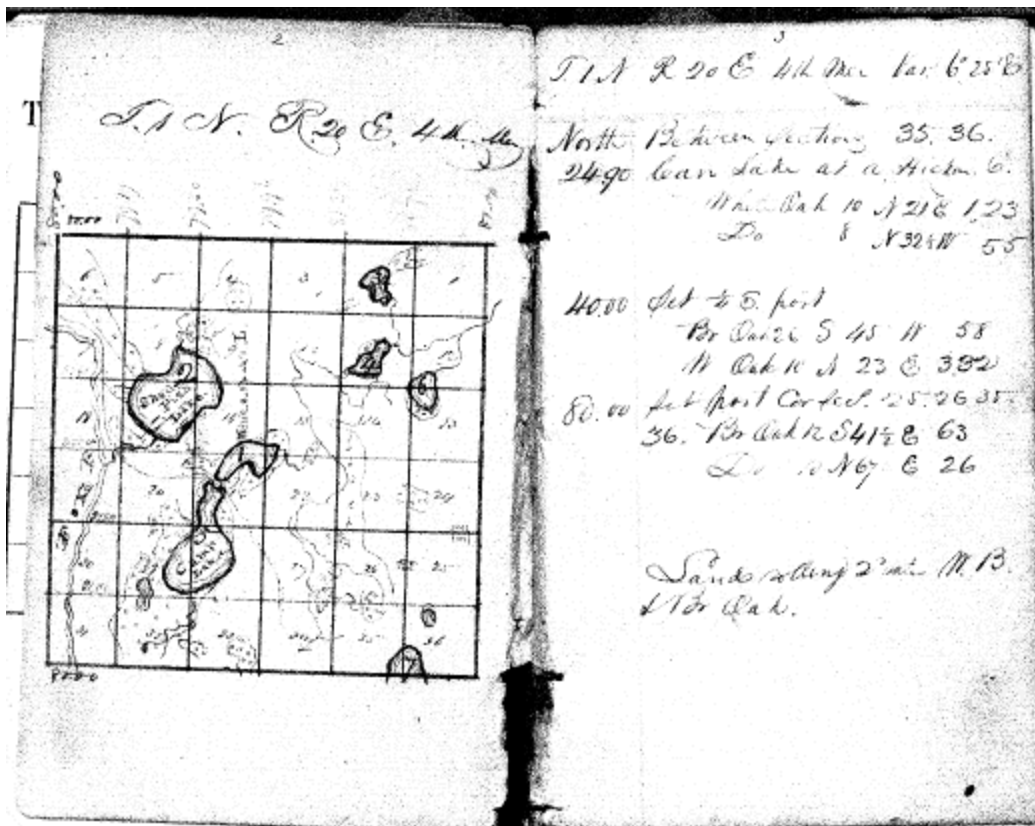


~ 1835 January/February 1835 Joshua Hathaway, Surveyor, surveys the interior of the township and defines the T1N R20E as Salem Township, our lakes covering Sections 15, 16, 17, 20, 28 and 29 and creates an associated map citing Camp Lake and Waupekah's Lake or Wauke S Sakes Lake (Center Lake) with defined trails and notes in his meanderings that our lake is marshy. Notice that at quick glance you might see Silver Lake as FISH Lake mistaking it for CENTER Lake. But if you look closely, it says ShellFISH Lake and Center Lake's name has been placed vertically not horizontally. BCPL-field notes



ii SurveyNotescamplake1835byJOSHUAhathawayINTERIORsurveying

66

No. 1
Meanders of Waupekah's Lake

From Meander post in line Sec.
16 + 21

N 48° 50' E	19.87	
N 80° E	13.57	
S 78° 10' E	9.09	to post - 500 to Marsh Sec. 15-16.
S 70° E	12.06	in Sec 15.
S 41° W	13.37	to post Sec. 15-22.
S 24° W	6.01	to post Sec. 21-22.
S 48° W	13.00	Marsh & Stratches L.
N 58° W	12.80	550 lean Marsh
S 61° W	13.16	300 Enter Marsh
S 25° W	19.35	1850 outlet to S.
N 62° 25' W	11.60	a crop foot of Lake
N 23° E	10.46	
N 20° E	8.20	500 lean marsh
N 52° E	12.96	to place of beginning
2.15.50		175.50

2.15.50	
3.64.30	
1.63.37	
2.61.23	
3.77.06	
1.30.20	
71.18	
Miles, 16.03, 34 meanders,	

ii Jan1835HathawayMeandersforWaupekah'sLakeA



sketchMapofTownship1NorthRange20EastPublicLandSurvey1836fromtheCollectionoftheWisconsinBoardofCommissionersofPublicLandsMadisonWisconsinusedwithpermissionA



~ 1835 Milwaukee County included what is now Racine and Kenosha Counties. MCCLAC-38

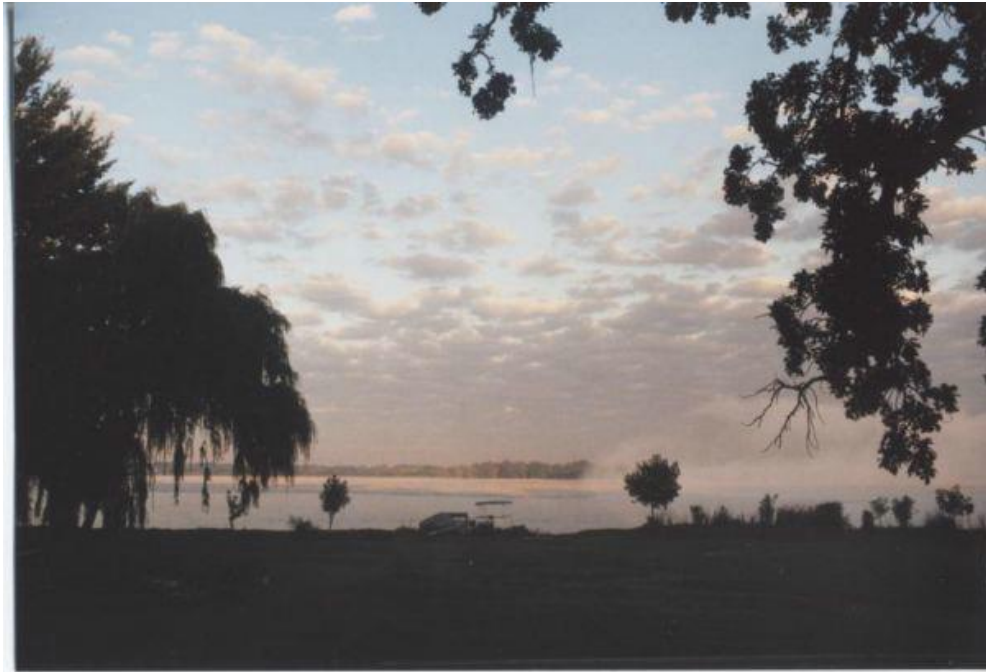
~ 1836 April 20, 1836 The Wisconsin Territory was created and covers all of what is now (1925) Wisconsin and extended westward to the Missouri River and included the present Minnesota and Iowa and the Dakotas. MCCLAC-37

~ 1838 June 12 1838 The Territory of Iowa was created out of the portion of Wisconsin lying West of the Mississippi River. MCCLAC-37

~ 1839 March 9, 1839 NEQtr of Sec 28 T1NR20E was entered at the Land Office at Milwaukee, Wisconsin Territory by John BULLEN from the UNITED STATES, March 9, 1839 containing 131.85 acres. SIA1927-1959 pg 254

~ 1842 First Town Meeting of Salem Township shows W A Benham Chairman, Thomas Stockwell and Dr Francis Paddock Supervisors, Horatio Train Clerk, H Train and Milo S Webster Assessors, Dr John Lease Treasurer, Milan G Toby Tax Collector, Jesse Hooker, Peter Van Alstine and Charles Cooley Highway Commission, Jesse Hooker, Dr Paddock and Stephen Stockwell School Commission, Spencer Pease, Milan G

Toby and Horatio Bundy Constables, James Cooley, sealer of Weights and Measures, and Peter Van Alstine, James Cooley and Jesse Hooker Viewers of Fences. The 'village' of Salem was called Brooklyn. MCCLAC-16 and 40



ii 13 Camp Lake

~ 1848 May 29 1848 Wisconsin becomes a state and the area lying between the St Croix River and the Mississippi was given to the new territory of Minnesota and forms the lands as we know them to be Wisconsin (Blue Book 1925) MCCLAC-37

~ 1850 the Racine County is divided and the Southern half becomes Kenosha County and between 1850 and

1852 a steam boat service operated between Wilmot and McHenry. MCCLAC-38 and 41

~ 1853 February 24 1853 Railroad meeting this morning to consider the Kenosha and Beloit Road and to take in Stock of which \$90,000 worth was subscribed over the day. This, the support for the westward expansion of Kenosha County. MCCLAC-46

~ 1854 Three fourths of the grading is now finished on the Western Railroad between Kenosha and Fox River. MCCLAC-47

~ 1855 August 28 1855 An election is held to determine if a tax of \$150,000 should be levied for the Western Railroad - 212 for/22 against. MCCLAC-47

~ 1856 The Railroad Company commenced building a dock at the harbor. The Kenosha Western Railroad has at last managed to secure the iron and in other respects insure the building of some 12 miles of the road and so 30 to 40 men in the city have given their individual notes (\$30,000). MCCLAC-347



ii 14

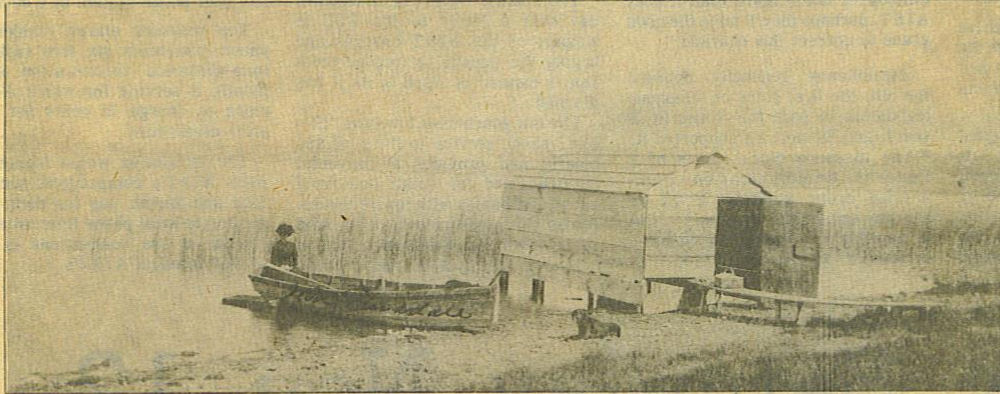
~ 1856 November 27 1856 The first engine is put on the Kenosha Western Railroad. MCCLAC-47

~ 1857 The Western Railroad from this place is now completed to within about four miles of Geneva and stops for the want of iron. MCCLAC-47

~ 1873 and earlier The two lakes were called Upper and Lower Camp Lake; then the northern lake was called Fish Lake (please, see the 1835 notes above regarding FISH Lake) and also Garden City Lake and finally Center Lake. (Kenosha News July 25 2004 Greetings from Camp and Center Lakes D Giles Page E1)

Way Back When

Way Back When, a series of oldtime photos of interest to Kenosha, is produced in cooperation with the Kenosha County Historical Society and Museum, 6300 Third Ave.



*Lakes not
developed*

This rare photo, taken in 1877, shows the pristine nature of Kenosha's inland lakes more than a century ago. With the exception of the rude boathouse, there is no sign of any development along the shore of what then was called Little Camp Lake (Center Lake). The photo was taken by Stephen W. Truesdell, one of Kenosha's early successful commercial photographers, who operated a studio at the corner of today's Sixth Avenue and 57th Street. Mrs. Truesdell patiently waits in the boat as her husband captures the scene with his camera. Notice the picnic basket on the boathouse walkway.

ii vrs1983NOV11imageof1877byStephenWTruesdellofCENTERlake

~ 1882 Kenosha City makes efforts to expand westward with the use of a railroad which creates Bristol, Salem, and North and West of Silver Lake at Fox River as Postal stations and makes transportation from the City to the Lakes Areas much easier.



ii 1882 Railway postal diagram of the state of Wisconsin prepared for the use of the Railway Mail Service; W. L. Nicholson, Topographer P.O. Dept. kengenwebrailroads

~ 1885-1920 Ice Harvesting in the area was much like the rest of the Northern United States - both in ice house construction and in harvesting/stocking measures. Unique to this industry are the EXACT locations of the houses and the Ice House Company names. Gleaned from an excellent series of articles by Mr. Sandy Engel in the Winter 2001 and Spring 2002 issues of LAKE TIDES <http://www.uwsp.edu/cnr/uwexlakes/laketides/default.asp> Take the time to visit the website to learn more! The large houses consisted of 8 to 10 rooms each 36 feet

wide at the shore, 40 feet high and 200 feet reaching back from the shoreline. Based on images of the ice house at Camp Lake, this would be considered small. The walls were double studded at a foot thick and stuffed with sawdust and each had at least one steam driven elevator or conveyor to move the ice from the lake to the icehouses or directly to the rail cars. The ice houses were dark and damp, with ice cakes stacked floor to ceiling, each holding 40 cakes (each about 200 pounds, averaging 4 tons. A given room could hold 1800 stacks spaced 4 inches apart. A 10 room house could hold 72,000 tons. Up to 90-100 men and boys and some women and girls for kitchen and laundry work filled the boarding houses. It is estimated that only 20% of the labor force was from local residents. Men would work 7 days a week, 10 hours a day even tho there was only 9 hours worth of daylight. Meals were served on the ice, hours were increased if there were storms and kerosene lighting was used if work occurred in the dark of night. Second harvests were not unheard of. MCCLAC-21

Tuttle history lists many

Ice houses aided county economy

By BARBARA COLICKI
Area Editor

Half a century ago, the ice industry may have been to western Kenosha County what American Motors is to the area today.

It provided employment on a seasonal basis for Kenoshans and imported large numbers of workers from Chicago each winter as soon as the ice was thick enough on the inland lakes to start cutting. Their efforts kept hundreds of thousands of family ice boxes cool through hot summer months.

The industry was also, in a sense, a social service agency, providing shoes and warm clothing for workers who arrived bedraggled and barefoot. It withheld liquor, as much as was possible, to keep workers sober and on the job. It also withheld workers' pay until the end of the season to insure their performance.

The seasonal influx of workers, who were housed at hotels and boarding houses near each of the ice houses, included skid row derelicts as well as unemployed family men who joined forces with Kenoshans to ship out more than 35,000 railroad carloads of ice annually.

Gilbert Tuttle, long-time Salem resident and member of the Western Kenosha County Historical Society, has compiled a detailed history of the Kenosha ice industry which includes maps of the lakes and locations of the former ice houses.

Tuttle noted that many supportive businesses in the county also gave the area an economic boost. Farmers supplemented their earnings by cutting and delivering marsh hay for insulation in the ice houses. Blacksmiths were kept busy putting special ice shoes on the teams of draft horses, Clydesdales and Percherons, who

hauled the ice. The boarding houses had to be staffed and maintained.

THE ICE INDUSTRY was at its peak from the late 1890s to about 1922, according to Tuttle.

Competition was keen for ice cutting space on the lakes, especially those lakes which had a lot of ice houses. Tuttle said each company staked out its areas, and some hired men armed with shot guns to patrol them.

Shortly after the turn of the century, the Chicago Health Department passed a law prohibiting the shipment of ice with weeds into the city. At that time, the ice used in the old ice boxes was also used in lemonade and other cold beverages, and children would follow the ice wagon in hopes of getting a small piece of ice to suck on, Tuttle said.

Many of the lakes in the towns of Salem and Randall were spring fed, so the ice was generally very clear and sweet before pollution became a factor.

An invention by a Silver Lake man in 1919 radically changed ice cutting on the lakes. C. L. Hockney, who also invented an underwater weed cutter, developed a self-propelled ice cutting machine, which could be operated by one man. The ice cutter was powered by a Model T engine mounted on a sled. Tuttle said the machine was adopted by most of the companies eliminating the use of horses on the ice.

Ice was shipped to Chicago on the Wisconsin Central Railroad (now the Soo Line) and the Kenosha Division of the Chicago and North Western Railroad, known locally as the K.D.

Records show, Tuttle said, that the Knickerbocker Ice Co. owned by Jake Russman built most of the first ice houses in this area. Russman was the first to deliver cars of ice to Chicago, and his company owned land at all of the lakes near the railroad lines.

Russman's son, Jake, married Dorothy Wohlford, heir to the Jefferson Ice Co.

Tuttle reported that Jefferson's, Boyle's, Tewes' and Hahn's ice companies were the early, independently-owned firms. The companies changed hands several times and most were eventually acquired by the Consumer Ice Co., which bought up more than 80 per cent of the ice houses in the "milk shed area" in southeastern Wisconsin, and provided almost all the ice for the City of Chicago.

SILVER LAKE had 12 commercial ice houses from which more than 11,000 carloads of ice was shipped each year. Ice workers stayed at Schenning's Hotel and

Krause's Club at the junction of Hys. A and F.

Boyle's ice house in Silver Lake was serviced by both railroads, and in 1907, Boyle received permission from the Salem Town Board to tunnel under Cogswell Dr. and create a channel to float the ice blocks through to the elevator and ice house on the west side of Cogswell (Hy. B).

Another unique factor about Boyles was the "Green House" built by the company. The structure extended about 100 feet out into the lake. Large rafts of ice were cut and floated into the Green House, re-cut and sent through the channel to the ice elevators. Two men were employed at night just to keep the channels open and free from ice.

Paddock Lake had two Tewes ice houses which burned down in the 1920s, according to Tuttle. Another ice house was built as a replacement at the present site of Old Settlers' Park, and this one went down in a tornado in the 1920s or early 30s.

Hooker Lake had three ice houses, one at Salem, one at the southeast corner of the lake and one on the northwest corner on the railroad spur to Paddock Lake. All were managed by Mr. Kaphengst.

The sole ice house at Montgomery Lake was the first to be closed down, possibly because of its shallow depth and weeds, Tuttle indicated.

Rock Lake, formerly Marshall Lake, had an ice house on the southeast corner owned by the Hahn Brothers.

Tuttle reported that the last two cars of ice harvested at Rock Lake were hauled up and parked on the spur of the Wisconsin Central when the brakes failed. Both cars went sailing back into the lake taking part of the track with them. The cars and ice surfaced, but the undercarriage and part of the track are still in the lake. Tuttle said part of the rails are still visible.

Camp Lake had two ice houses — Consumers, which was serviced by a short railroad spur, and Oettingers served by a long Wisconsin Central spur.

Both of the Twin Lakes, Elizabeth and Marie, had ice houses served by the KD spur. There were at least six ice houses on Lake Elizabeth and two on Lake Marie, according to Tuttle. There were boarding houses for all of them, but most have either been remodeled or torn down now.

Powers Lake had four ice houses and Lake Benedict had one, all on KD spurs.

Although electric refrigeration eliminated the ice houses in Kenosha County almost completely, some farmers continued for a time to maintain their own ice houses for farm use in cooling milk, Tuttle said.

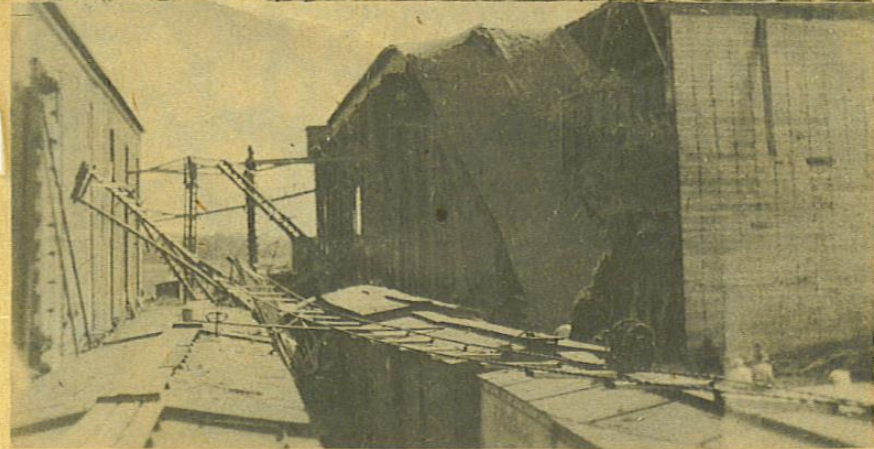
Ice was still harvested on some of the lakes closer to Chicago until the end of the depression in the late 1930s.

eastern Wisconsin, and provided almost all the ice for the City of Chicago.

SILVER LAKE had 12 commercial ice houses from which more than 11,000 carloads of ice was shipped each year. Ice workers stayed at Schenning's Hotel and

Although electric refrigeration eliminated the ice houses in Kenosha County almost completely, some farmers continued for a time to maintain their own ice houses for farm use in cooling milk, Tuttle said.

Ice was still harvested on some of the lakes closer to Chicago until the end of the depression in the late 1930s.



A tornado which tore through Paddock Lake in the 1920s or '30s destroyed part of this ice house, situated at the present site of Old Settlers' Park on the southeast side of the lake. The photo,

supplied by Albert P. Loeffler, 6707 23rd Ave., Kenosha, shows the railroad cars on which the ice was hauled and remains of the conveyors used to hoist blocks of ice into the storage houses.