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**Ringling Brother's Family Tree**

33The eldest of the seven Ringling Brothers...**Albert (Al) C. Ringling** was born December 13, 1852 in Chicago, IL. and died a few minutes after 2:00pm on January 1, 1916. He had not been feeling well since shortly after the opening of the **Al. Ringling Theater** on the night of November 17, 1916. His illness dated from the time of a large circus fire while playing at Cleveland, Ohio. At that time, a fire in a railroad yard caused many cars to be destroyed. Al. Ringling was with the show and he shouldered the responsibility of getting the circus to the next stand. The great exertion at the time caused Mr. Ringling's heart to work with great difficulty.

He and Mrs. Ringling were present at the opening of the Al. Ringling Theater on November 17, 1915 where he seemed to get along fine for a short time thereafter.

During the funeral services business was suspended in the city. Flags in the public buildings were flown at half-mast and services at his home on Broadway and St. John's Episcopal Church were attended by  
+many relatives, friends and town's people.

**About Section BB Continued**  
**Evolution of Highway 12**

Note...For very good reading regarding HI way 12, I urge you to read Erhart A. Mueller's book *Return To Sumpter*" ...I would also recommend reading his other Sumpter books.

In the August 10, 2017 issue of the Baraboo News Republic...Tim McCumber wrote the following column regarding Highway 12...

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"We cannot forget the importance of Highway 12 to American History, Portions of the highway follows the east-bound route of Lewis and Clark's expedition to the West while to the east, the route is the only U.S. highway route serving downtown Detroit.

Then there is the significance of the central portion of the route. While not in dead center, the history of the Badger Army Ammunition Plant should not be forgotten. The trains may have hauled out powder on the abandoned tracks but it was route 12 that brought in most the 23,000 employees that worked there.

The plant was massive. It housed up to 8,000 production workers and their families for the duration of World War II. Long forgotten is the plant provided a recreation center, a hospital, cafeteria. Childcare and even a school.

The first shipment of powder was sent to the Twin Cities Ordnance plant for use in M-1 cartridges.

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In the 1800's, the road between Baraboo and Prairie du Sac, which would later become the Middle Sauk Road, was constructed over the south bluff of Devil's Lake and would become a muddy rut in the spring. Many farmers who saw a job that needed to be done, helped build the "**Yankee Road**", as it was called, with their own hands. It was termed the Yankee Road because it led to Baraboo from Prairie du Sac

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which was primarily settled by people from the eastern states...and were referred to as "Yankees".

A lady, who in 1894 after driving to Kilbourn (Wisconsin Dells) area in her E. M. F. Touring car, wrote that the roads were fine except for the "mountains" between Prairie du Sac and Baraboo.

Earlier in 1925 a new highway 12 started to take shape west of the Bluff Road as soon the middle road detour to King's Corner, known as "Yankee Street", was completed. A cemetery along the way was known as the "Yankee Street Cemetery" and a school on the same street was known as the "Yankee Street School". The cost of the new road, according to Erhart Mueller in his book "Return to Sumpster", was expected to be about \$192,000 and was constructed by A. Larson and Co. from La Crosse.

On November 11, 1925, the Road from King's Corners north to the corner at the junction with "W" near Baraboo was opened. The new connective road cost about \$240,000.

The road from King's Corners to Prairie Du Sac was cemented during the summer of 1930.

When the Badger Ordinance Plant opened in 1942, the bluff road, then known as the Middle Sauk Road, was permanently closed at the south end. The balance of the road was merely a route to Pine Glen (renamed from the old Pine Hollow).

The portion of the road extending south from Baraboo's Warner memorial Road to the top of the bluff South-west of Devil's lake was renamed "Burma Trail" by returning soldiers who said it reminded them of the "Burma Trail" or "Burma Road" in southeast Asia. The portion of highway 12 was resurfaced from the top of the Baraboo Bluffs to the Sauk City Bridge in 1986.

### **1990 Forward**

Plans were in the works for preliminary work to begin on the U.S. Highway 12 and Linn Street in West Baraboo starting in July of 1990. Grading of the west side of Highway 12 and the south side of State Highway 136 and Linn Street was started.

Preliminary work on the corners to allow semi's room to make turns was the first step in the project. U.S. 12 will be widened to four lanes with a median strip south from the Highway 136 intersection south to the bridge spanning the Baraboo River and north to the Campus Inn. State 136 will be made into four lanes with a median west to the Sauk County Highway Shop entrance, while Linn Street would be reconstructed one block east to Mulberry Street.

The October 28, 2015 issue of the Baraboo News Republic reported as follows: "Highway 12 by-pass project on State Highway 136 west of Baraboo re-opened September 11, 2015. Road crews were busy grading the future bypass just south of County Highway W to the Point Of Rocks. Also, Sauk County completed a bridge improvement project in 2015 on County Road PF outside of Prairie du Sac, west of Highway 12. It cost \$450,000. This bridge carried traffic between Sauk Prairie and Leland".

In the late 1950's, Wisconsin opted not to have toll-roads and instead accept federal money for the highways.

Per the U. S. Department of Transportation website, Wisconsin has the third-worst roads in the nation, with 71 percent of roads in poor or mediocre condition and 1,970 structurally deficient or functionally obsolete bridges. It was found that traffic crosses the 1,212 bridges 2.4 million times every day. During 2015, local officials did not see any reason for optimism when it came to new funding for rural road work.....

### **NEWSCAPE City of Baraboo Newsletter--Fall/Winter 2015**

The better part of the 2015 construction season has passed on Phase I of the 3-Phase USH 12 Baraboo Bypass Project. In this first construction season, significant grading work has occurred between Point of Rocks & Terrytown Road with more grading to

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continue in the fall and winter near CTH W and in a large rock hill cut south of Gasser Road. All of Phase-1 is scheduled to be completed by the fall of 2016. The total construction cost of Phase 1 is estimated to cost \$23,000,000.

Phase 2 of the project includes 6 bridges that will cross a tributary to Skillet Creek near Point of Rocks, Skillet Creek between Gasser Road and CTH W and finally the Baraboo River. Phase 2 is scheduled to be completed by fall of 2016 with an estimated cost of \$19,000,000.

The third and final phase of the project is currently in final design and is set for construction from fall of 2016 into the fall of 2017. This phase will include expanding USH 12 from two lanes to four lanes from south of Ski Hi Road northerly to Point of Rocks where USH 12 will follow the new alignment than can be seen taking shape today.

### **Up-Date on Highway 12 and other Roads June 10, 2016**

Major changes are coming to critical transportation arteries around Baraboo.

While the Highway 12 bypass project is well under way with a projected completion date of September 2017, work continues plans to let motorists know the many things Baraboo must offer should they choose to exit the expressway once it opens.

Baraboo Area Chamber of Commerce Executive Director Bobbie Boettcher said the Chamber held a forum to discuss changes to the traffic patterns and set up a task force with representatives from the city of Baraboo, village of West Baraboo, town of Baraboo, Sauk County and several businesses that have an interest in the upcoming changes.

The first step the task force has taken up is informing business owners how they can apply to get their business on the blue signs displayed along Wisconsin highways and other things area businesses can do to lure motorists. The state limits the types of businesses and information that can be displayed on the blue highway signs and Boettcher said the Chamber is working with UW

Extension Community Development Specialist Kristen Runge to develop a community branding and marketing campaign aimed at helping other types of businesses.

"The message is clear that all players involved want to make sure we are addressing all issues and opportunities with the new bypass and are truly prepared for its opening next year," she said. The task force has met twice and is scheduled to meet again June 22. Baraboo Director of Public Works Tom Pinion said any businesses that are food, lodging or gas-related should consider taking advantage of the opportunity to be on the blue WisDOT signs.

"To my knowledge there are not even enough businesses signed up with WisDOT to put up those type of signs up at the new bypass exits," he said. "There are a lot of restrictions with signage and now is the time for businesses to act, not next year when the bypass opens."

Pinion also pointed out that the large valley created by the Baraboo River limits locations for billboards and other displays between highways W and 136.

### **Highway 123**

A critical connection between Baraboo and Devil's Lake State Park also is getting an overhaul and will be renamed in the future.

Responsibility for highway maintenance will be transferred from the state to the city of Baraboo and Sauk County. Prior to the transfer, the state is resurfacing the entire roadway and adding curbs and gutters along much of it. The roadwork is expected to be completed by June 17, said WisDOT Project Manager Greg Brecka. When the road is reopened to through traffic, the northern leg of the road will remain named South Parkway. Highway 123 from where South Parkway meets Walnut Street to Gall Road will be renamed Walnut Street. The stretch from Gall Road to Highway 159 will be named County Highway DL and from there to the Devil's Lake entrance it will be named Highway 159.

Once the Highway 12 bypass is finished in 2017, Highways 12 and 159 from Highway 136 to the entrance to Devil's Lake State Park will become Highway 136. North of Walgreens, the old

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Highway 12 will become BD and the current blocked area of BD will re-open.

### **Traffic routes**

Brecka said signs on the new Highway 12 bypass will direct Devil's Lake traffic to exit at Highway W behind Walmart.

"The signage on the new Highway 12 will direct traffic to Devil's Lake to take the Highway W roundabout and then direct them down the new Highway 136, currently Highway 12 past Menards."

Brecka said as work continues the Highway 12 bypass, Highway W will reopen to traffic Friday. While work is slated to finish on that project in September 2017, the bypass may open to traffic as early as July 2017.

The roadwork for the bypass stops just short of Lehman Road and both Lehman and Ski Hi roads will remain at-grade intersections, just as they are now.

### **Highway 12 By-Pass Project slated to be complete in August 2017**

The Baraboo News Republic reported on July 18, 2017 that the new four-lane Highway 12 by-pass west of Baraboo would open to traffic the first week in August 2017.

The DOT planned to rebuild what had been known as Highway 12 next year (2018). The stretch of road to be repaired and resurfaced ran from Terrytown Road south to Highway 159. The project would include curbs and gutters, storm sewer inlets, deck resurfacing and railing replacement on the bridge over the Baraboo River, as well as the construction of an intersection at 159.

### **Baraboo News Republic...Friday, August 11, 2017 Parts of a four-lane U.S. Highway 12 bypass route west of Baraboo will open to traffic Saturday. By Ben Bromley**

Greg Brecka, the Wisconsin Department of Transportation's project manager, said all that remains before opening the new roadway is marking pavement and installing beam guards. "We're down to the details," he said.

The DOT has stationed message boards at several locations near the bypass to let drivers know traffic patterns will change Saturday. Once the latest bypass route opens, drivers will see some temporary shifts. Northbound and southbound traffic will use single lanes on the new road and the old U.S. 12 as work continues.

After the bypass opens, it'll take another four to six weeks to finish the project, with wrap-up work such as landscaping, removing a roundabout in West Baraboo and reconnecting Sauk County Highway BD to its original alignment. Construction will be staged to accommodate traffic. Brecka estimated work will conclude in mid-September.

Local dignitaries, DOT officials and Baraboo Area Chamber of Commerce ambassadors gathered Thursday to cut a ceremonial ribbon on the new road. West Baraboo Village President Dave Dahlke said the by-pass will be an economic driver. An exit at state Highway 136 will bring U.S. 12 traffic into the village.

"This is a big deal for us," Dahlke said. "Down the road, I think the economic impact for the Baraboo area is going to be huge."

Ken and Mary Dressen, who last year built a new location for their Pizza Ranch restaurant within view of the bypass, said business is up significantly. They expect that to continue when the exit at Sauk County Highway W opens, bringing traffic bound for Baraboo past their front door.

Ken Dressen said traffic flow will bring more businesses to the new highway corridor. "Once the road is open, I think things will change," he said. .

Contractors and the DOT have worked since 2015 to build an \$85 million road from Ski-Hi Road north to Terrytown Road, west of the existing U.S. 12. A northern section of the bypass, from Terrytown to Lake Delton, was completed in

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2011. The DOT plans to rebuild what is now known as Highway 12 next year. "I am excited about the opportunities the new four-lane will bring to our community," said Bobbie Boettcher, executive director of the Chamber of Commerce. "The four-lane will make it easier than ever to make day trips to Baraboo as well as providing a safer work commute. It will positively impact Baraboo with new business opportunities and ease of travel for our guests. The speed limit on the new Road will be 55 mph until the project is complete, and then will accelerate to 65 mph

**About Section BBB Continued  
Sauk County & Baraboo Place Names Cont.**

**Hoot Owl Hollow...**Is simply a deep draw negotiated on Sunshine Road Formerly, Hoot Owl Road. Sunshine Road begins on County W a mile straight west of the new VA Clinic on W

**Kendall's Corner...**W corner of Ash and Second Streets where Y.M.C.A. was constructed.

**Dutch Hollow...**The intersection of South Blvd. and South Blvd.

**About Section BBBB  
Breezy Hill**

**Remembering Breezy Hill  
(By Viola Van Zile Erlandson)**

**John and Sarah Ann Capener** came from London, England with five children—all born in London. John Edward in 1837; Ellen Sarah in 1839; George in 1844; William Henry in 1846; and Annie Maria in 1847. They lived in Cleveland, Ohio for two years. Jessie, born in 1849 and Isabelle born in 1851 were born in Cleveland. They moved to Wisconsin in 1851 and homesteaded

**Breezy Hill Farm.** It was a 40-acre hill, and a very stony place. The younger children, Samuel born in 1853, Alfred Edwin in 1856 and Emma Mary Jane born in 1861 were born at Breezy Hill.

Alfred Edwin, the youngest son, married Martha Ellen Waddell in 1880 and took over the home farm, Breezy Hill. They had seven children: Walter born in 1881; Frank in 1882; Howard in 1884; Grace in 1886; Clifford in 1892; Iva in 1895; and Avis in 1896. A small cottage was built for John and Sarah Ann near the larger home that they had built and lived in with their family. Sarah Ann died in 1882.

John remarried, purchased Lot 4, Block 19 (514 Fourth Street) in Baraboo in 1890 and moved there where he lived until his death in 1902.

Sometime in or around 1910, **Milo F. Van Zile**, from Fort Wayne, Indiana was hired to help on the farm. In 1911, he married **Iva Belle Capener**. They had two children: **Viola Vera (Erlandson)** born in 1913 and Glenister Edwin in 1915. Milo was a good worker but not prepared to take on the responsibilities of husband and father. He was in the army as a cook during World War I and stationed in Washington State, worked in the shipyards in Seattle, later as a cook in Ellensburg, Washington where he died in 1929 at the age of 41. He and Iva were divorced prior to his death, after being separated while Glenister and Viola were small. That is when we moved home to Breezy Hill with Grandpa and Grandma Capener.

In 1902 Alfred Capener inherited from his father, John Capener, the house at 514 Fourth Street, Baraboo, and in 1921 Iva Belle Capener purchased from her father, Alfred Capener, the Fourth Street home. Iva lived there until her death in December of 1981.

Martha Capener (Grandma) died at Breezy Hill Farm in 1942. Alfred Capener (Grandpa) died at 515 Third Street, Baraboo in 1950.

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Breezy Hill is the first home I remember. "Boy" and I lived with Grandpa Al and Grandma Martha Capener most of our young lives. "Boy" got his name because Grandpa couldn't remember "Glenister." He would call him "The Boy" so we all called him "Boy." The name continued until we went away to school. Then he was known as Glen or Van.

Grandpa enjoyed "Boy" and vice versa. Boy sat on Grandpa's lap and patted his face saying, "Sister's Papa had to go to war, but my Papa didn't."

At five years of age "Boy" went to the barn every morning with Grandpa and milked a cow. He was Grandpa's shadow, even going to the field when Grandpa cultivated. He would ride on the horse and when he got tired, Grandpa would put his jacket down so "Boy" could nap. "Boy" was happy on the farm.

I was Grandma's helper. Grandma had an open ulcer on her ankle for 40 years. At times, it would heal up for a few weeks but would open again, so she suffered much. She always sat with her leg up on another chair whenever possible, but that wasn't often enough.

One day in the garden "Boy" saw potato bugs and he called "Wawa" come see! So, that was my nickname.

It was always exciting when Grandpa's bees swarmed. Grandma would ring the big bell that was mounted on the wood shed roof and Grandpa would come, wearing his "bee screened hat" and his "smoker" to control the bees and put them in a new hive. It was fun watching Grandpa extract honey from the combs. It was a large cylinder with a hand crank and the combs were sliced open and the honey came out the bottom faucet. Grandpa ate honey on his bread every day. Apple sauce was another favorite.

Lois and Eleanor lived in the "old" house. When Clifford and Myrtle married, Grandpa and Grandma built a new house so "Boy" and I lived in the new house.

I was the oldest, then "Boy," then Lois and little "Onnie." We had four swings. Mine was the tallest; the others shorter. We would all swing at the same time. It was fun! There was also a lawn swing that could hold four people—two on each side, and we used it a lot.

We played house using the empty corn crib. We would clean it up and take turns, one being the mother and the others the kids. We really didn't need dolls. We were real people. Clifford put a tent up on the lawn for us to play in too.

Making mud pies was fun also. We used the hollows in the big rock for mixing bowls— using real eggs—until we got caught. We got a real spanking for that, but we used to say scolding's don't hurt and spankings don't last.

We threw rocks into the cement forms then they built a new shed. It was fun for a while.

As we grew older we had more responsibilities and more chores to do. It was our job to feed the calves. They were always so frisky in the corner pen of the barn.

We were taught never to walk behind the horses without talking to them first. We learned how to harness our pony that we used to drive to school. It was a one-seated open cart so three could sit in the seat and one had to stand behind. On day "Boy" pushed Lois because she was swearing, and she fell out and broke her arm. That was bad news for "Boy." In the Winter, we used a cutter (one seat again). We'd tie our sleds on behind. "Pet," the pony, knew the way to school and home. One day she got loose.

Grandpa was the apple man. He planted trees, sprayed and pruned them and picked the apples. There were many varieties, some early, some later. We all grew up helping. Clifford would load up the Reo truck and with "Boy" and me, we would go to Portage.

I'd go down one side of the street and "Boy" the

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other side. We'd rap on doors and say, "the apple man is here." The ladies would rush out to the truck and Clifford would sell a peck or half bushel or whole bushel until all was sold. At noon, we'd go to a bakery and buy a coffee cake. They had tables where we could sit and eat and drink milk. We liked that.

It was always our job to get the cows from the pasture at milking time. They were usually ready to come and Lady, our collie dog, always went with us. We liked playing with Lady.

Haymaking was an exciting time, too. Grandpa did the cutting and after it had dried, we had a loader that elevated the hay up to the wagon. Clifford would pitch it evenly on the hay rack as it came up. I sometimes drove the horses. One day we had a full load and were on a hillside when a wind came and our load tipped over. I jumped right over the horses and landed safely. It was a job getting the wagon back up and the hay loaded again.

Putting hay in the barn was another big job. Grandpa always worked in the barn setting the fork into the hay, unloading the wagon. I led the horse that pulled the hay up. Then it was dropped into the hay mow where Grandpa later evenly distributed it. It was always hot and the dust from the hay was miserable on our sweaty bodies. Grandma usually made lemonade for us as a treat because we were very thirsty.

One time Clifford had twenty rows of corn that was getting very weedy. He made a deal with the four of us kids. He would pay us five cents a row to hoe it. We worked at it quite a while. Lois and Eleanor were little and "Boy" and I were probably only eight and ten. When it came time to collect, I said I had done twenty rows. Clifford thought the other kids helped, but I insisted that I had to do over every row they had done, which I had. So, he paid me a dollar. Guess what I did with it

after I had saved it for a long time? I bought my first pair of silk stockings (white) at Clavadashers Store.

One of our favorite games was rolling old tires. We each had one and would roll the tire up and down the road and see who could keep it rolling the longest before it fell over. It was fun, but one day a peddler came along buying old junk, and we sold our tires for a dime. We were sorry we sold our tires. We couldn't have much fun with the dime!

The little cottage where John and Sarah Ann had lived became a farm shop where bellows and all the tools for a blacksmith shop were housed. Grandma had acquired her mother's rug loom for weaving carpet rag rugs and that occupied one room.

Another room held all the apple spraying chemicals that Grandpa used for his apple trees, also tools, nails, screws, etc. Grandpa did most of the shop work including the shoeing of the horses. We kids loved watching and helping Grandpa pump the bellows and seeing the red-hot iron being pounded on the anvil, when machinery was being repaired. We especially like the nails used in shoeing the horses. We played with them, pounding them into the ground for fun until we got caught.

I'd go to town with Grandma. She had a driving horse and buggy so if she wanted to go to town on her own, she didn't have to bother anyone to take her. She would tell me stories all the way. It took four hours going and coming home from town so we didn't spend many hours in town, and we'd only go a couple of times a year. One day we were only half a mile from home when a wheel fell off the buggy. I had to run back and look for that nut that held the wheel on. It was just outside the shed door so grandpa had to walk back to the buggy with me and put the wheel back on. Then Grandma and I went on to town.



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Grandpa rented the Lee farm for 40 years. It was at the foot of Breezy Hill Road on Highway 33. It was a nice level farm extending from the highway to the Baraboo River. It was good hay land, and during the winters when the **Ringling Circus** wintered in Baraboo, he hauled three loads of hay a day for the circus animals.

Grandpa never drove the Model T, but Mom learned to drive. One night we'd been to a neighborhood party, and Mom drove. Coming home, the Model T killed as we started up the hill. She had to crank the car by hand and forgot to set the spark back, and it kicked and broke her arm. "Boy" and I hung on to her skirt, one on each side, as she held her arm and we walked the half mile home. It was ten o'clock at night, but the doctor came and set her arm.

"Boy" was a sleep walker, and one night he thought he was swimming and tried to dive out the window. Grandpa caught his night shirt but "Boy" threw his arms back, and the window broke. He had to have 23 stitches in his arm. (When he enlisted in the Navy, they questioned whether he would be accepted because of the scar caused by his sleep walking.)

Mom always worked out if there was anyone that needed help in the neighborhood. Finally, she got a job in town at the woolen mill and had an apartment at 210 Second Avenue. I was in first grade by then and stayed in town with her and went to First Ward School. Irene and Bernice (Aunt Grace's daughters) stayed with us. Mom had to go to work at seven, and Irene and Bernice went to school at eight, and I went the opposite direction to First Ward School. Mom made me carry a note with my name and address in case I got lost. I did get lost the first day on my way home, but some kind person helped me, and I always went that route to school after that.

"Boy" stayed at Breezy Hill most of the time and

I, part time. Finally, in 1921, Mom bought the 514 Fourth Street house from Grandpa that had originally been Great Grandpa John Capener's house. Now we had two homes. We'd live at Breezy Hill part of the time and in town part of the time. Mom always had to work. She worked at the overall factory, at a laundry, and finally at the tobacco factory on Water Street, now the Industrial Coils building.

When the tobacco company moved to Madison, Mom rented our house out and rented a room in Madison where she still worked for the tobacco company. She finally rented an apartment so "Boy" and I could be with her. I was in seventh grade, and "Boy" in fifth, and we went to Madison Church School. After a year we moved back to Baraboo. "Boy" still spent much time at Breezy Hill with Grandma and Grandpa. I stayed more with Mom.

In 1930 Grandpa was thrown from a load of apple spray as the wagon crossed the ditch from the road into the orchard and broke his hip. He was in the hospital when their 50<sup>th</sup> wedding anniversary was celebrated. All the relatives came to the farm from far and near—over 200 people.

Clifford Clarence Capener was the youngest son of Grandpa and Grandma Capener. The three older boys were married and set up with farms. Howard was on Wall Street (Caledonia) not far from Breezy Hill; Walter west of Baraboo in Kirkwood; and Frank in Glenville. He later moved to Tacoma, Washington where he lived the rest of his life.

Clifford, the youngest, naturally took over the home farm, Breezy Hill. He was ambitious and attended the University short courses in agriculture in Madison every winter. He was known as a progressive farmer. He increased the size of the farm to 246 acres. He introduced alfalfa and sweet clover for hay and rotation

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of crops and strip farming. He was a dairy man also. His cows were pure-bred Guernsey's; some came directly from Guernsey Island. I remember one that cost \$3,000. However, something happened to it, and it died. That was sad.

Clifford also was one of the first in large scale egg production. He built a modern chicken house and had 1,000 laying white leghorns. It kept Grandpa busy cleaning and packing eggs. He also built a modern pig house and raised hogs. They were noisy.

There were sheep also. He introduced the Karak. 1 sheep from South America. They were black with curly wool and cute little lambs. We also had a pet lamb that we fed from a bottle and had fun frolicking and playing with but were sad when it was sold.

Finally, Clifford bought a team of Belgian horses. They had five or six regular horses, but these new ones were big and beautiful and strong. One day as he drove them to a shed, they got frisky and tried to run away. He would not let go of the reins, and they dragged him in the gravel driveway and his hands were scraped raw. He decided to go to town and get a tetanus shot from Dr. Farnsworth which gave him lockjaw, and he died at age 42 in May of 1934. The doctor never quite got over the shock. If Clifford had gone into the house immediately and cleaned his wounds with Lysol water, he probably would have lived.

After Clifford's death, Breezy Hill operated with hired help and Grandpa's guidance. Arthur Pfuehler was hired in the spring of 1935 to help with haying. Myrtle's nephew, Sterling Milner and niece and husband were also helpers. Clifton Mason who had been a helper for many years was there, however, he did leave in 1936.

Mom married Andrew Radies in September 1933. Grandpa needed help after Clifford's death, so Mom and Andrew helped sell his apples. People always came to

the farm to the farm to buy apples, and Grandpa took care of them.

Mom and Andrew would take a truck load to Portage, Pardeeville, or Poynette which was a big help to Grandpa. Later Mom and Andrew bought Riverside Orchard, so they were in the apple business until they sold out and retired.

Lois, Clifford's daughter, and Art Pfuehler were married in October 1935. In March of 1938 Lois and Art moved to Portage where Art worked in a creamery. Breezy Hill had an auction, and Myrtle moved to an apartment in Baraboo. The farm was rented to Ken Holt and Don Terry for a couple of years.

In 1940 Grandpa broke a second hip while working in the woods. This time infection set in, and the weights had to be taken off. He had open sores from the knee to the ankle. After staying in the hospital for quite a while, Mom took Grandpa and Grandma to her home and cared for him with poultices and the new miracle sulphur medicine. After many weeks, he was healed, but the hip was never in place again. He walked with crutches, and his last years were in a wheelchair. Grandma was glad to be in town. Now she could go to church. She and her parents (Mr. and Mrs. Heniy Waddell) joined the Seventh Day Adventist Church in 1874 (when Grandma was 16) after they had attended some tent meetings and had been baptized.

Lois and Art came back to farm in 1940 and by 1942 Art was in the Navy.

In November 1942 Grandma Martha died. Aunt Grace, whose husband had died, was living at 515 Third Street in Baraboo—across the alley from Mom, so Aunt Grace brought Grandpa Alfred to live with her. Grandpa lived with her until his death in 1950.

Myrtle, Clifford's widow, died on January 17, 1943. The farm was sold after her death.

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### Remembering:

I must add something about Avis Capener, the youngest of the children of Grandpa Alfred and Grandma Martha Capener. She and Iva were very close. Iva was born on February 17, 1895 and Avis November 4, 1896. Iva was a dark-haired girl and Avis was very blonde. They graduated from grade school the same year.

One day when the weather was rainy and icy, Grandpa Alfred decided to take them to school with the horse and topless buggy. As they started down the road, Avis put up an umbrella which spooked the horses, and they started running down the road. Grandpa said, "we'll surely be killed," as the horses were out of control. They hit a tree, and one horse was killed with a broken back. Iva had a broken jaw. It was a very, very scary experience that Iva always remembered.

Avis was very special to all the family, being the youngest and very talented. She had gone to high school a year or more and then went away to Mt. Vernon, Ohio to an Adventist Academy to finish. While there she got scarlet fever and did recover, but her kidneys failed, and she died of uremic poisoning in January of 1916 at the age of 19. Grandpa and Grandma never got over it. Grandma and I would go to the cemetery with the horse and buggy to take flowers and clean the grave, and Grandma would always cry. Now I understand why.

### Postscript

**Glenister Van Zile** joined the Navy in 1934. In 1937 the U.S.S. Colorado, the ship on which he was serving, received word from **Amelia Earhart** that she had gas enough for only 30 minutes of flying time and would not be able to make Howland or Baker Islands. The U.S.S. Colorado traveled 1800 miles to the area of her location, searched by ship and planes for three

weeks but found nothing. During World War II he served first in the Atlantic on the U.S.S. Charles Hughes which made fourteen trips across the North Atlantic while assigned duty as one of the watch dogs over the convoys. He then served in the North and South Pacific until the end of the war, sweeping harbors for submarines, battling Japanese torpedo planes, shelling, covering landings and occupation of islands. In 1946, he participated in Operation High Jump, Admiral Byrd's expedition to the Antarctic. His final assignment was as recruiter in charge of the Madison recruiting area which covered eight counties. He retired as Lieutenant J.G. in 1964 at the age of 49. He was the father of four children: Sandra, Glenda, Steven, and Sharon. He experienced serious health problems in the late 60's and beyond. In the spring of 1982 he moved to 514 Fourth Street, Baraboo and lived there until his death in December of 1988.

Viola Van Zile taught country school for three years, then married **Oliver Alexander Erlandson**. They first lived in LaCrosse where Alex worked as a sawyer on the Mississippi River project when the dams were being built. Their next move was to Bagley, Wisconsin, then to Lansing, Iowa, Lancaster, Wisconsin, and finally to Galena, Illinois where a tree crushed Alex's leg, and he was in a cast for nine months. After living in Galena for four years, they moved back to Baraboo where Alex worked at Badger Ordinance, then to Hanford, Washington at the atomic plant, then back to Baraboo where Alex was a builder of custom homes until his retirement. Viola started working at the Alpine Restaurant in 1945 when their boys, David and Virgil, were in school. (David died in a bicycle accident in 1950) Viola bought the restaurant in 1949, owned, managed, and worked in the restaurant until 1978 when she sold it (but continued working there part time until 1995).

Virgil became a dentist, spent seven years in Hong Kong and three years in Singapore as a missionary dentist. He also taught at Loma Linda Dental School and is presently on a mission tour again in Hong Kong for three years—as of this writing—April 15, 1997.

### **33About Section CCC Hocum Attractions**

One of the outstanding acts from Baraboo was that of **Elbridge Vinton Hocum** commonly known as E.V. He was a skilled rider with the Gollmar show and in 1896 he married the "Bosses Daughter", **Maude Gollmar**.

She was the daughter of Jacob, one of the four boys who started the Gollmar Circus. Maude started circus life early too...as a bareback rider.

They had three children, **Gladys, Lucille and Ray**, all of whom appeared in the act, though not at the same time. The featured acts of these "Equestrians Par Excellence" consisted of two white horses pulling a white and gold buggy while two of the Hocum children climbed up on dad who was standing with one foot on the back of each horse.

The family traveled with several shows, including Sells-Floto, John Robinson and Hagenbeck-Wallace.

Gladys was the oldest of the children and started her show business career at the age of 4, standing on her father's shoulders as he rode astride the horses. Her husband, **Walter O. Schact** of Baraboo, was a tight wire performer. After Gladys left the family show, Ray took her place, dressed as a girl, so the original appearance of the stunt, two girls on Dad was retained.

"E. V." died in 1926 and his wife in 1956 at the age of 81. Ray, who had built trailers for the family's use, went into the trailer business in Baraboo. Lucille moved to South Carolina to operate a concession and travel with shows.

### **About Section DD Continued Hospitals of Baraboo**

Prior to continuing with a later Hospital History, I would like to insert an excerpt from Msgr. E. C. O'Reilly's book "*Looking Back Fifty Years, 1898-1948*".

In 1922, Father O'Reilly wrote to six different orders of Hospital Sisters. Five of them declined due to a scarcity of sisters. The Sisters of St. Mary's of St. Louis were the only ones which gave him a glimmer of hope. They agreed to come and look. O'Reilly, Mayor Andro and all the Doctors were present to meet the Sisters. Andro promised the Sisters that the building would be reconditioned, furnished and equipped in first-class shape and the keys turned over to them without one-cent of debt.

The doctors pledged the Sisters their full cooperation and loyalty. But still, the Sisters would not consent until they had given the matter more consideration.

While the Sisters deliberated the proposition, O'Reilly wrote Mother Concordia that our children were making a novena for the success of the project, and if they failed to come to a favorable decision, it would be a terrible jolt to the faith of these youngsters. O'Reilly was convinced that this message was what touched the heart of Mother Concordia and made them decide to take over the hospital.

When the Mayor brought influential people to a meeting where he explained putting on a drive to raise funds, one man objected because a certain Mrs. Binder who died three years earlier, had left \$50,000 for a hospital.

He objected to rejecting her offer and then accepting the offer of Mrs. Ringling. Andro then injected "A Bird in the Hand is Better Than two in The Bush". Also, before they could touch Binder's money the city had to raise the same amount.

A committee, Mr. Van Orden, Mr. E. McFetridge, Miss Lucy Gattiker, Mr. E. Kellogg, Mr. G. Isenberg was appointed to put

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on a fund drive. In two days, they raised eighteen thousand dollars. At this point Father O'Reilly left for a vacation in Europe.

When O'Reilly returned he found that the renovation of the house was completed and was ready for the Sisters to move in, however there was bad news also, they were \$6,000 in the red.

The Baraboo News of Nov. 16, 1922 reported that "Over two hundred enthusiastic Baraboo people assembled in the auditorium of St. Josephs School on Thursday evening to partake of the St. Mary's-Ringling Hospital dedication banquet.

Father O'Reilly spoke..."Where others have failed, the Sisters have succeeded. What the Sisters have done in other places can be done in Baraboo, if we only stand behind it with our united support and cooperation."

"The geographical position of our city, together with the many captivating charms with which nature has endowed the surrounding country, makes Baraboo prominently fitted for the expansive growth of an institution of this kind".

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On September 1, 1990, **Tom Warwick**, St. Clare's hospital's interim President, announced the implementation of a no-smoking policy or a non-use of other tobacco products on the premises, which included the grounds.

The Baraboo News Republic reported in May of 1991 that Plans for St. Clare Hospital's multi-million dollar facilities expansions were well underway. President Tom Warwick announced Kraemer Brothers Inc. of Plain would be the general contractor for the project. Ground breaking was anticipated to happen in early June. The total estimated cost of the project was \$5 million.

**1991--Ambulatory Care Center Addition**

A ground-breaking ceremony was held in June of 1991 to mark the finalization of construction contracts for the Ambulatory Care Center Addition which was expected to be finished in the spring of 1992. The center would add about 22,000 square feet to the hospital at a cost of about \$3 million. This is one part of the hospital's expansion and renovation project that included modernization of

nursing units and other departments, the upgrading of mechanical and electrical systems and the construction of a daycare center for children of St. Clare and Jefferson Meadow's Care Center employees.

The center would be entered from a 30-car parking lot off Tuttle Street and would centralized outpatient services scattered throughout the hospital with the first-floor housing central registration area and 14 specialty clinics.

The second floor would house the Outpatient Day Surgery program, including a five-bed test and recovery unit.

The ground floor would centralize all rehabilitation services such as physical therapy, occupational therapy, audiology and speech therapy along with occupational health and home health services.

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**Laura Jelle**, executive vice president and chief operating officer, replaced **Sandy Anderson** as President of St. Clare Hospital on July 13, 2015 according to the Baraboo News Republic. Anderson retired as President in early July.

After receiving her bachelor's degree from Indiana State University, Jelle completed her graduate studies at the University of Wisconsin according to a news release issued recently. She earned a doctorate in health care administration in 1991 and joined St. Clare in 1995, working in quality and risk management

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**Former St. Mary's Hospital to be Razed**

The December 14, 2015 issue of the Baraboo News Republic...headline read "City seeks to raze old Hospital"

The former St. Mary's hospital would be razed, and the land sold for home lots, under a plan headed to the Baraboo City Council.

The former hospital, located in the 1200 block of Oak Street, would be razed, and the land sold for home lots, under a plan headed to the Baraboo City Council. The former St. Mary's-Ringling Hospital on Oak Street has been unoccupied for nearly two decades.

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Owned by a now-insolvent estate, it has been tax-delinquent since 2008, and the property's ownership has been a subject of dispute.

Meanwhile, the building has fallen into disrepair and has been broken into frequently. The city has spent about \$10,000 in time and materials boarding up the building and securing it.

Repeated efforts to interest developers in the property — which served as a hospital, nursing home and convent over the years — have failed, as the cost of repairing the building is estimated at \$1.5 million. The building contains asbestos and has been boarded up since 2012.

On Tuesday, City Administrator Ed Geick presented the council's Finance Committee with a plan to remedy the situation. The city would shoulder about \$150,000 of the \$500,000 total deconstruction cost, depending on grant funding and cost-sharing with the state. The city would recoup this cost by acquiring the property, removing the building and selling the land as three residential lots.

"It should be something that fits the character of the area," Geick said, noting the property lies in an attractive residential neighborhood. "One or more neighbors may decide to buy the lots."

The committee voted unanimously to send the proposal to the full council for consideration, either this month or next. "I think something has to be done," Alderman Scott Sloan said.

The property's original structure was built in 1898 as the home of Della Ringling. In 1922, it was donated to the Sisters of St. Mary's, who converted it into a 25-bed hospital. In 1945, a three-story addition was built, and the original Ringling home was demolished. After St. Clare Hospital opened in 1963, the building was converted into a nursing home, St. Mary's Ringling Manor, which was licensed for 71 beds. It then became a convent for the Franciscan Sisters of St. Mary's until 1997, when the building closed for good. In 2004, the property was bought by a developer looking to turn it into senior housing, but that project fell through.

The property has been in legal limbo in recent years. The developer's estate became insolvent, and has been tax-delinquent

since 2008. The city, county and state have disputed the property's ownership, with all involved trying to wash their hands of it.

In May, a Dane County judge ruled that the state must take custody of, but not title to, the property. The state's role is like that of a restaurant with a lost-and-found box: It must hold on to the property even though it doesn't own it.

The state had asked the judge to vacate a court commissioner's judgment assigning the late **Joseph Harrington's** assets — including **Baraboo Luxury Apartments**, the LLC that owns the property — to the Department of Revenue's unclaimed property fund.

Geick's plan calls for the city to work with the county and state to acquire the property, remove the building, break the property into lots and sell them. The city could seek state grants for asbestos removal and demolition. The city would ask the county to forgo \$73,000 in taxes owed.

Selling three lots would bring in an estimated \$75,000. Grants would fund the other half of the city's share the project's cost.

The December 26, 2015 issue of the Baraboo News Republic reported that a plan to raze the old hospital building had been approved. The council agreed to acquire the property and demolish the building. It was believed that the sale of the building lots, which would be left on the property and valued at approximately \$75,000 total, plus grant money would pay for most the \$573,000 demolition cost. However, depending on the size of the grant, the city may have to toss in another \$75,000. The property had been tax-delinquent since 2008 and boarded up since 2012. The city would ask the county to forego \$73,000 in taxes owed.

The Baraboo News Republic reported in its May 25, 2016 issue as follows: The city council directed the staff to apply for a Wisconsin Economic Development Corporation grant to assess the site of the former hospital. That money would help the city afford to level the building. A recent study funded through a state Department of Natural Resources grant, the Milwaukee Sigma Group, reported its preliminary assessment of the site indicated the likely presents of

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hazardous materials. The building would have to be razed to examine the soil under it.

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**Baraboo News Republic...Thursday, September 1, 2016**

On Wednesday, leaders of SSM Health and St. Clare Hospital gathered at the Baraboo health care campus to unveil the facility's new name & logo. The hospital will now be called **SSM Health St. Clare Hospital**.

Branding 20 hospitals and associated facilities with the SSM Health name is part of an effort to unify the regional health system. SSM operates hospitals, long-term care centers, clinics and a health plan in four states.

"It's us really coming together as one group for a common cause," said **Damond Boatwright**, SSM's regional president of hospitals. Dozens of supporters cheered as a tarp was removed from a sign on the hospital's west side, revealing a Christian cross and the SSM Health name and logo. The logo resembles an infinity symbol, and Boatwright said it reflects the services SSM offers across the continuum of care. He called it "a symbol of everything we stand for."

While the local hospital's name and logo are changing, patients will continue to see their providers in the same locations they know. Hospital President **Laura Jelle** said the current staff carries the same commitment to compassionate care as the Sisters of St. Mary, the Catholic nuns who founded the nonprofit health care system. "What hasn't changed is our ongoing commitment to what the Sisters brought to us," she said.

SSM Health employs more than 33,000 people – including 8,500 doctors – in Wisconsin, Illinois, Missouri and Oklahoma. Its affiliates include SSM Health St. Clare Meadows Care Center in Baraboo, as well as hospitals in Madison and Janesville. SSM Dean Health Plan serves about 425,000 subscribers. SSM Health is one of the largest integrated health care networks in the U.S.

**Dr. John Rose**, interim president of SSM Health Dean Medical Group, said unifying the company promotes sharing

resources and improving cost-effectiveness. "We operate more efficiently together," he said.

Jelle said the name change marks another milestone for Baraboo's hospital, which two nuns founded as St. Mary's Ringling Hospital in 1922. It was located on Oak Street in a former Ringling family home. St. Clare Hospital opened on 14th Street in 1963.

Article by Ben Bromley

Baraboo News Republic

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**Baraboo News Republic..... Monday, October 31, 2016**

**Hospital opens renovated cancer center,  
adds new staff**

By

**Reporter Jake Prinsen.....Baraboo News Republic**

SSM Health St. Clare Hospital's Cancer Care Center has provided its patients with radiation oncology treatments for the past 11 years, but hospital leaders say new renovations to the facility will add more capabilities for both physicians and their patients.

The \$3.8 million renovations to the hospital's radiation oncology unit began in June and will be available to patients starting this week. The upgrades include new technology, equipment, software and support systems.

The new equipment includes a "state of the art" True Beam linear accelerator, which combines imaging and treatment technologies in a single machine. It uses X-rays to destroy cancer cells, but its on-board imaging system also helps doctors ensure that the patient's tumor and organs are positioned with pinpoint accuracy. The result is more accurate, efficient treatment, which reduces the amount of time a patient must spend in radiation.

Radiation Therapist **Guy Minske** said the hospital has always provided "great" care for its patients, but the new technologies will allow them to provide the treatments more efficiently. "We're still doing the same treatment," he said, "but this is better for the patient."

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In addition to renovations and new technologies, the hospital also has added more specialists to its team of medical personnel, including a radiation oncologist, physicist, medical dosimetrist and radiation therapists.

**Dr. Vic Liengswangwong**, or **Dr. Vic** as his patients and staff know him, is the hospital's new full-time radiation oncologist. Liengswangwong has practiced in many hospitals across the country and said the cancer care staff at St. Clare is a very "personable" and "cohesive" team.

"If we kept the (old) machine and something broke down, we wouldn't have been able to get the parts," she said. "It was time to upgrade, and we wanted to upgrade to state of the art equipment." Minske said the radiation oncology team is excited to start using the new equipment to provide better treatment for its patients.

"We haven't been doing it for six months now," he said. "We're just itching to get back, start seeing our patients again and make a difference in people's lives."

**About Section E Continued  
Schools of Baraboo**

**Coming Together in Baraboo Schools**

The development of the Baraboo School Board began in 1850 when a union school district was created. At that time, a school board was set up, most likely with three members. One member from each of the three wards of the city.

In 1861, Sauk County government became organized and all school districts in the county were numbered and came under county supervision. Baraboo became District Seven.

When the city incorporated in 1882, Baraboo broke away from the county district and developed its own city school district and school board.

Originally school board members were appointed by the mayor. But in 1931, the board was elected by popular vote of Baraboo citizens for the first time. By this time the board consisted of five members.

In 1961 and 1962 the Baraboo School District became a joint city district to include about 154 square miles around Baraboo.

Until this time, Lyons (West Baraboo) and townships in the Baraboo area were required to pay tuition so their students could attend the Baraboo High School.

Inefficient use of state funds in some small rural schools and an overall lack of good facilities prompted the state legislature to enact a law in 1961 which provided that all territory in Wisconsin was to be included within a High-School district.

To provide representation for some outlying districts, two school board members were added to the Baraboo Board of Education, and a stipulation was added that at least two board members must always be out from of the Baraboo city limits.

Baraboo News Republic

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**East School Fire...October 4, 1984**

Interesting to note. After writing about Baraboo and Baraboo schools for years, questions have emerged recently regarding the fire at the East (Second Ward) school. Many answered the call on Facebook. Following are some interesting comments.

[Meg Fugate Henrickson...](#) I believe the fire was 1985. I was in 5th grade. We had to spend weeks at GLW while the damage was repaired. I honestly don't remember how it started. It occurred in the area of the older kids, grades 4-6.

[Amy Haskins Wright...](#) It was during the school year in 1985. I was in second grade and got shipped to West School. It was started by someone who broke in. I remember hearing that they got in through a roof hatch and started the stage curtains on fire.

[Ann Effinger...](#) I was principal at South School at the time. Fourth graders from East had classes in the South (ABE) gym while the destruction was cleaned up, repairs made, etc.



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**Amanda Dowell...**I was in 1st grade or second. The gym at west school held four classes it was nuts. Too this day every time I smell a building fire it reminds me of the smell when we returned to East school. I smell that smell a lot since my hubby is a fire fighter.

**Susan Gogue...**The fire was October 14th, 1984. A friend of ours, Doug Keiser, was principal at East at that time. The person(s) were never caught to his knowledge, although it was suspected to be two young men who attended school there at the time. After extensive investigations, it couldn't be proven. The cost for repairs was just under \$300,000 at the time. Doug tossed newspaper articles from the fire this morning as he and his wife were cleaning out old items from their garage.

The fire happened on a Saturday night/early Sunday morning. It was discovered by a newspaper carrier in the early morning hours. One day of school was missed and the students were sent to N.F., GLW, West, and South Schools for four days. Clean up went 24/7 for a couple weeks. Repairs took about three months or more.

Classrooms were moved to accommodate construction in the main part of the building. Most the fire impacted the 5th grade rooms, office, Chapter One room, gym, kitchen, and kindergarten room.

**Tarina Beatty...**I was in 4th grade. It was during the school year. My class was shipped to South school. But we got a nice stage area out if it. They let us in because my mom was determined to get my stuff from my desk... it was the day she learned how reclusive I really am from all the birthday party invites crammed in the back that I never brought home. Lol.

### **East School Changes (1991)**

Over the last seven years, Baraboo School District's largest school, East School, has been through a lot of changes. Phase I of the last of those changes is nearly complete according to district administrator Anthony Kujawa. He said the new kindergarten and kitchen facilities are essentially complete. Once the kindergarteners

are moved into their new room, Phase II, transforming the old kindergartener room into the school media center, can begin, he said. Another facet of Phase II will make the old media center into space for special education classes.

The total cost of East School present expansion is approximately \$293,000. Kujawa said it is hopefully the last expansion needed to help the school serve the largest population center in the district.

In June of 2015 it was reported that additions, repair and changes were underway or planned for the local schools. A steel structure was underway at the East Elementary School for a new library and media center.

Office demolition was complete at the High School with parking lot and roofing work continuing. The new science, technology, engineering and math class room was proceeding nicely.

### **Second Avenue Administration Center (2015)**

There were also many challenges that the Board was faced with concerning the administration office building on Second Avenue with the city wishing to acquire that building.

The school buildings, which are being reconstructed through a \$9.95 million facilities referendum, all passed Baraboo city inspection in July of 2015, according to Jen Mason, project manager for CG Schmidt, the construction company handling the project.

The project, which involved seven buildings within the Baraboo School District, included several energy cost-saving measures, according to district and construction site officials. The second of three scheduled public tours of the construction progress was given with about a dozen people in attendance, including several Baraboo School District board members and Dan Obrien, director of buildings and grounds for the district.

He pointed out improvements to East School, the first stop on the tour. "We did windows at the west (end of the building) and on the south elevation of East (School)," Obrien said. "They are high-efficiency, tinted windows that reflect the sun." He said the windows replace a "sunshade awning" that was in poor shape. "It

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was an eyesore," Obrien said. "Now, it's much more attractive and we save energy." After this project, all of the original 1956 windows (installed when the school was first built) will have been replaced.

Sal Impellitteri, of Eppstein Uhen Architects, said the new windows help with heat gain in the winter (using solar energy) and will protect from heat loss through new and efficient materials. Those energy cost savings extend to an upgraded heating and cooling system in East School, Obrien said.

"It's a dual serving control, heating and cooling," he said. "All the unit vents are original to 1956. It served its purpose, but now it's upgraded to 2015 equipment, which will be much more efficient." The newly constructed classrooms will also have air conditioning, Obrien said.

During the tour of GL Wilson Elementary School, Obrien said old furniture is being auctioned off through the online Wisconsin Surplus store, saving the district money on the purchase of new equipment. He said about \$3,100 has been generated through those efforts.

The final stop on the tour was Baraboo High School, where participants could walk onto the new parking lot, made from reclaimed material from the former parking lot. The pulverization of the old lot resulted in additional savings for the district, Mason said.

School Board member Gary Cummings participated in the tour. He said the district has replaced several roofs over the past few years, which will allow money and manpower savings in the future by using warranties to cover any costs associated with leaking roofs.

Obrien agreed. He said 75 percent of the high school roof and 80 percent of the Al Behrman Elementary School had been replaced with the current project. The East School roof was replaced last year.

### **Beryl Newman Stadium**

After initial improvements to the **Beryl Newman Stadium** earlier, 2015 saw the addition of a set of bleachers on the west side of the field along with a new press box and an updated sound system.

The stadium now features a nine-lane track, a re-crowned football field with irrigation and drainage, water and sewer to the

west side of the field, a new ticket booth with a new entrance gate, a new scoreboard, a new donor recognition area and a new security system and fence. The stadium was now able to hold over 3,000 fans.

Plans included building a new concession stand, bathrooms and a ticket booth near the west side bleachers.

In July of 2015, the Baraboo School District launched a bleacher naming campaign. The public would be able to purchase engraving rights, up to 22 characters, for each new bleacher seat at a cost of \$250.00.

### **High School Addition, Phase 2**

On March 6, 2016, an informational meeting was held regarding additions & improvements including 98,000 Sq. Feet of athletic facilities on the west side of the Baraboo High School.

The athletic facilities would include a 46,380 Sq. Ft. field house sitting west of the school which would include a 160-meter track with bleachers for over 2,000 people. Sitting north of the field house would be a 7,700 square-foot gymnastics room and a 4,788 square-foot fitness center.

Other facilities would include a new technology education facility, a coaches training room and new locker rooms. A new 80-space parking area would be constructed south of the Field House and would eliminate a large portion of the football practice lot on the corner of Berkley Boulevard and 9th. Avenue.

Along with the new construction would come the changing of the current auxiliary fitness room into a 4,264 square-foot wrestling room. Other renovations would include a new media center, an outdoor class-room, bigger student services and a new art room.

This campaign will include improving all the Baraboo Schools, over a period of 10-15 years. A proposed lay-out of the addition can be seen in the photo section following Section.

On March 30, 2016, it was reported that the BHS upgrades could cost between \$35 and \$37 million according to the Modernized Community Campus committee. The first phase of the school

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improvements, made possible by a \$9.95 million facilities referendum passed by voters in 2015 concentrated on maintenance and security at seven schools. The second phase of a long-range facility master plan developed in 2011 includes both remodeling and additions to the high school.

### **Baraboo School District Board Faces Choices**

In the spring of 2016 the **Baraboo School District Board** was wrestling with the problem of not having a decent building to conduct their business. The present building being used, which has several maintenance and environmental concerns, is the old post office building located on the SW corner of Second and Oak Streets.

School Board President, **Kevin Vodak**, stated that several localities had been looked at and the choices had been narrowed down to the former Boardman Clark forty-year-old Law building located at 619 Oak Street priced at \$939,000, and a new prefabricated Morton building (\$1.2 million which exceeded the Board's \$1 million borrowing ability) to be located on the former driving range on the school grounds. A motion eliminated the Boardman Clark building.

It was announced in August of 2016 that the School board unanimously agreed to place a \$21.95 million referendum question on the November 8 ballot to determine if local taxpayers will support renovations to Baraboo High School

This would amount to a reduction of the original \$35 million to \$21.9 million due to results of a survey

If passed, the referendum would fund classroom and facilities improvements at the high school, including the renovation and expansion of classrooms for technical education, family and consumer education, art and physical education.

It also would include the expansion of the school's cafeteria and commons area, as well as improvements to the library and student services area. Upgrades to the school's temperature control system and a modern fire sprinkler system are included as well.

Baraboo voters approved a \$9.95 million referendum in 2014 that funded security and maintenance needs at each of the district's seven schools. The planned renovations to the high school would complete the second part of the district's facilities improvement plan.

### **Baraboo approves \$22M school Referendum Baraboo News Republic...11.9.2016**

Baraboo High School will see \$22 million in improvements after Baraboo residents approved the spending in a referendum Tuesday, November 8.

The Sauk County Clerk's office reported early Wednesday morning that 7,106 residents voted to support the renovations, while 5,085 voted against the measure, a spread of 58 percent to 42 percent.

The referendum calls for \$22 million, pared down from an original \$35 million, to expand and renovate classrooms for technical education, family and consumer education, art and physical education. It also includes the renovation and expansion of the high school's cafeteria and commons, as well as improvements to the library and student services area. A modern temperature control system and fire sprinklers are included as well.

According to the Baraboo News, dated March 24, 2017, the Baraboo High School renovations would start soon. The designs would not be finished until August but several projects would start as soon as school was out in June of 2017. The first package would include new locker rooms and a fire sprinkler system which were to be finished before the end of summer vacation.

The second package would include structural details of the building and the third would comprise the remaining work, like electrical, mechanical and plumbing projects.

All renovations to the high school, including the expansion and renovation of classrooms for technical education, family and consumer education, art and physical education and the student services area, will be completed by the end of the 2018 summer.

**About Section EEE**  
**Charles Ringling Mansion...Evanston IL**

The Charles Ringling mansion was built in 1913. Charles Ringling was the advertising specialist and later chief executive of the Ringling Brothers Circus and was one of seven Ringling Brothers from Baraboo.

Leave it to one of America's richest men to trot baby elephants (which were kept in the garage and back yard) around the house while entertaining guests (or so rumor has it; why else would you need uniquely reinforced floors?). That would-be Charles Ringling, co-founder of Ringling Brothers and Barnum & Bailey Circus, back in the teens and twenties. The site of this alleged showmanship was his new Evanston mansion, with dining and living room floors reinforced by two feet of cement.

Designed in 1913 by Ringling's go-to architect Alfred C. Clas (who also designed Charles Ringling's famed pink marble mansion in Sarasota, Florida), the brick Georgian, an Evanston historic landmark, went on the market for the first time since 1996.

The home occupied a prominent corner lot in the Lakeshore Historic District with large front and back yards. A stately coach house has parking for three cars and a decently sized unit with three small bedrooms; at 1200 Forest Avenue in Evanston, IL.

Charles Ringling died in 1926. He also had mansions in Baraboo and Sarasota, FL. Charles moved his wife and two children (one being Robert, who later took over the circus) to Evanston in 1913. In 1933, to celebrate the circus' 50th anniversary, Charles' widow, Edith, arranged for Ringling Brothers to make its first appearance in Evanston. The show pitched its tents on the grounds of ETHS (?).

In 1950 the Ringling mansion house was given or sold to St. Luke's Episcopal Church for a rectory. In 1996, it was sold to the Augustinian order of the Catholic church. From 1972-1996 it was owned by broadcaster Mary Laney and her husband James McComas.

Margaret and Joseph Flanagan purchased the house in 1996. When the Flanagan's took over, relics of this cloistered era were evident in bits of an intercom system, a locker room with shower stalls taking up part of the attic, and an uncommonly communal layout.

Once the Flanagan's kids were past peewee football age, the locker room setup had to go. In its place, they built a spacious bathroom to go with two attic bedrooms, and an open playroom was made a decadent billiards room and cigar lounge with a wet bar. That transformation happened in 2007. Several years earlier, they rebuilt the kitchen and breakfast room and touched up the high-ceilinged family room, affectionately referred to as the "chapel" for its lapsed religious applications. A huge safe, that Charles had painted pictures on, sits here; Margaret uses it to protect rolls of her better wallpaper. "We moved the safe a couple of times," she said. "Trust me, you don't want to bother."

Only one of the Flanagan's five children hasn't flown the coop, which calls for a more proportionate house. "We're staying in Evanston and the only way I could convince my husband to move was to buy on the waterfront." They already have, and will build a new home beside their private beach.

The 17-room home had just six owners in a century, two of them Ringling's (Charles's son John took the helm after his father's 1926 death), and two priesthoods. For decades, the property was a clergy house, with priests taking the main house and nuns the coach house.

In 1933, to celebrate the circus' 50th anniversary, Charles' widow, Edith, arranged for Ringling Brothers to make its first appearance in Evanston. The show pitched its tents on the grounds of ETHS.

Fortunately, no one ruined the home's classic finishes through the years (landmark status doesn't protect interiors), and the Flanagan's were able to focus on preservation. To this end the gallery, living room, dining room, and library display the most authenticity. Quarter sawn Oak and beamed ceilings fill the gallery and dining room; the living room and library boast plaster ceilings

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(that had to recover from water damage) and wood-burning fireplaces; and there are ample built-ins for books and china. The main level's windows are also original to the house. Before galloping up the triumphant staircase—a major temptation—one should notice the curtained vestibule seating and powder room off to one side, the only square footage given a circus theme.

Flanking the dramatic breadth of hall at the top of the stairs are five bedrooms. The Flanagan's created a master suite by knocking through a wall between two bedrooms and installing French doors; the result is bedroom meets sitting room with his and hers bathrooms. "We figured seven bedrooms was enough for anyone," said Margaret.

Price Points: This was Evanston's third-priciest listing at the time, and three of the five priciest are on the same two blocks of Forest Avenue. It had been 20 months since anything in town sold for more than \$3 million, but the precedent is there. The Ringling connection can't hurt, either. Listing agent Annie Flanagan brought the home to market Monday after two weeks as a restricted pocket listing. A broker's open had some 100 agents passing through.

Price: \$3,195,000

**About Section F Continued  
Yellow Ringling Home**

In Volume VI it was reported: "In the Autumn of 2014 Madison residents **Stuart Koeling** and **Julie Hearley** announced that they had accepted an offer to buy the property from siblings **Kate and Charles Clayton-Jones** and have asked the planning commission to review their concept for a bed-and-breakfast."

The he yellow Ringling home, located at 201 Eighth Street, was officially opened as a Bed & Breakfast on July 10, 2015, offering rooms at a rate of \$120 to \$235 per night. Four rooms were available at that time with more rooms scheduled to be opened. The owners will then move into a bedroom on the third floor.

GENERAL OFFICES  
CHICAGO ILL.

Evanston ILL Nov 15, 1913

Mr. H. Halsted  
Baraboo. Wis.

Friend Herb;

I am about to offer my house at Baraboo at a bargain price to a party who seems to want it and remembering our conversation on this subject last summer I want to first acquaint you with price asked etc. so that in case the party you offered it to, still wants to consider it...he may do so at the price now asked.

I am offering it (the house and about 151-2/3 feet on Eighth running back to alley) being the part originally purchased by me, the parcel upon which Mr. Warren's stone house stood and an additional five feet purchased by me from First National Bank to protect the trees on the east side of Stone House Lot.

For \$105,000.00 net to me over and beyond commission for sale or any expense. This offer stands good for acceptance until Dec. 10th, 1913 ONLY and will be withdrawn at that time if not if not sold.

Will you be kind enough to present this proposition to the interested party. Thanking you in advance I am...

Your Friend  
Chas Ringling

TEMPORARY ADDRESS  
UNTIL JAN .1, 1914  
2306 ORRIHSTONE AVE.  
EVANSTON ILL.

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Stuart Koehler and Julie Hearley are the first people outside of the Ringling family to own this property.

### Other Interesting Facts

The home's elevator is the oldest non-commercial elevator operating in the U.S. The home was constructed by the Isenberg Brothers of Baraboo.

### About Section F-1

#### **John R. Ringling Short-Line Railroad Owner**

Written by Matt Theroux for the Lake State News

Vol. 9, Issue 2, August 2016

Baraboo, Wisconsin owes most of its fame to the five legendary Ringling Brothers and their eponymous circus. The brothers began their circus in Baraboo in 1884. It grew quickly. By 1890, the Ringling Bros. circus was traveling by train, which greatly enhanced its reach across the nation. After the performing season ended in late autumn, the circus returned to Baraboo to lay up for the winter. The circus wintered in Baraboo until 1918, then Bridgeport, CT and finally Sarasota, FL in 1927.

Many of the historic Ringling buildings still line Water Street in Baraboo, west of today's Circus World Museum. Here were stables for elephants, camels and horses, warehouses for tents, costumes and props, and of course the black smith, carpenter and paint shops that maintained those colorful wooden wagons that we so much admire today. In fact, the previous location of the LSRHA Archives on Water Street was within a historic Ringling-built structure. Back in the day it functioned as a harness shop among its many uses. It was notably the final circus-related building that the Ringling's erected on Water Street (1910).

Ringling property spanned both sides of the Baraboo River and Lynn Street comprised the southern border. Today, the Parkinson Library of Circus World Museum sits practically across Lynn Street from the LSRHA's Rail History Center. Other significant historic structures near include the C&NW

depot/division headquarters and the old Ruhland mansion. (The Ruhland brewery didn't re-open after Prohibition.) Baraboo's competing brewer, Effinger, raised the building that CWM's Parkinson Library now occupies, to serve as its bottling house. Less than a half mile to the west, along the river bottoms, sits the railroad shops where the Ringling fleet of circus flats, animal cars and passenger cars were maintained. The City of Baraboo is fortunate, indeed, that so much of its heritage has survived.

John Nicholas Ringling was born in 1866 and died in 1936. He was the last of the five-founding brother's. The Ringling men were not especially long-lived; John was the only one to reach 70 years. The Ringling's were not young men as their circus grew to eminence in the early 20th century. They had no partners; the brothers owned, worked and managed the circus equally. As the Ringling brothers began to expire (Augustus in 1907; Otto in 1911), more and more responsibility fell upon the remaining brothers. John Ringling's place in the circus was to choose the itinerary, select RR routes, book the show dates, and have the contracts signed for all the above. This is a job that required high intelligence, a great deal of knowledge, and close attention to detail. He travelled often, aboard his private railroad car, in advance of the circus, to identify and detour any potential problem. In his many years of travel with the circus, he acquired what some describe as an encyclopedic knowledge of the nation's railroads and their operations. He became familiar with railroad officials, directors, and presidents. He enjoyed this rarified air, far from the dust and bustle of the circus, hob-knobbing with these captains of industry.

Perhaps alone among his brothers, John Ringling had interests and aspirations beyond the circus and the riches it brought. It is estimated that the circus contributed over a million dollars per year of income to John and his remaining brothers. He began to invest in many areas: property in New York City, ranchland in Montana, oil companies, and perhaps most significantly, real estate in Florida, particularly in the Sarasota area of the Gulf Coast. After John N. Ringling died in 1936, it was revealed that he was involved in no less than three dozen separate business ventures. He owned

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tens of thousands of acres of ranch and farmland in Montana. He owned considerable property in New York City and at one time was the principal owner of Madison Square Garden. There were banking interests in both New York and in Florida. Oil companies in Oklahoma and Texas returned profits for decades, long after other projects had fizzled. He was an early investor in Florida, especially the Sarasota area. He purchased twenty acres for a winter home in 1911, long before the Florida land boom of the Twenties. Sarasota was a mere backwater when Ringling arrived, but he saw potential. He set about to acquire and develop real estate in the area, building hotels and marinas. He envisioned greater Sarasota as the Gulf Coast equivalent of Florida's Atlantic Coast resorts of Palm Beach and Miami, where solid trains of Pullman cars brought the moneyed class from New York, Boston and Philadelphia to spend the winter season in Florida's sunshine.

Sarasota lacked basic infrastructure when Ringling arrived. Cattle and chickens still roamed unpaved streets. And it had no railroad. Ringling was influential in helping to convince his friend, S. Davies Warfield, President of the Seaboard Air Line Railroad, to extend his railroad into the Sarasota area. This was completed after WW1, and the Seaboard began to advertise in northern markets the myriad delights of the Bradenton-Sarasota-Venice coastal area. Later, the Atlantic Coast Line RR built into Sarasota south from Tampa, plus a branch from the east. By the way, S. Davies Warfield was the uncle of Wallis Warfield Simpson, the American divorcee whom King Edward VIII abdicated the British throne in 1936 to marry "the woman I love". But that is a story for another time . . .

John Ringling invested in railroad bonds, but he desired more. He wanted his own railroads and to be a railroad President in the fashion of his rich acquaintances. John Ringling eventually owned five short line railroads, all in different states: Ohio, Missouri, Montana, Oklahoma and Texas. In general, the histories of these lines were very much their own, except to mention that none exist today.

However, the name "Ringling" does live on in two locales: in Montana and Oklahoma. **Ringling, Montana** was the junction of

the short-line White Sulphur Springs & Yellowstone Park Ry with the Milwaukee Road, its only connection. Today Ringling, MT has just about dried up and blown away like last year's tumbleweed. There are no commercial entities left, and the latest census figure, 46, dates to several years ago. On the other hand, **Ringling, Oklahoma** is a thriving, growing city of about 1000. It is located 30 miles west of Ardmore, in southern Oklahoma, and served as the terminus of the Oklahoma, New Mexico & Pacific Ry. This railroad was the very definition of the "lucky accident". Conceived as a feeder line to the Santa Fe for agricultural traffic, it was nearly finished when the first oil discovery was made nearby. This changed everything, of course, with the net result that the ONM&P became John Ringling's most remunerative short-line enterprise.

John Ringling traveled to Europe nearly every year, looking to sign up new acts for the several circuses his family now owned. He had developed a taste for art and prowled auction houses in London and the Continent for fine art to decorate his homes in Sarasota and in New York. There was a steady flow of fine art from Europe to the US after WW1, as once opulent families sold off their art treasures to maintain themselves in the wake of the incredible destruction and waste of the World War. John and his wife, Mable, furnished their new home in Sarasota with many of these historic art treasures. Their Sarasota home, named "**Ci**" was modeled after a Venetian palace. Later, John Ringling built a separate structure on the grounds to house his growing art collection. Begun in 1927, this became the John and Mable Ringling Museum of Art. It opened to the public in 1932, the same year he was brought low by thrombosis. He would suffer for the remainder of his life, dying on December 2, 1936. Following years of court battles, legal entanglements and financial peril, the ten-year effort to settle John Ringling's estate ended in 1946. Against the odds, his wish to donate the art museum and **Ca' d'Zan** to the people of Florida was finally realized.

In the next issue, the histories of the five John Ringling-owned short-lines will be summarized. You may be surprised to learn that in one case, the short-line morphed into a steam-powered tourist train operation before it finally quit in 1980.

### **About Section F-II**

#### **Ringling Bros. and Barnum & Bailey Circus Folds its Tent**

##### **Circus Closes**

The books tracing Baraboo's history has not dwelled on the Ringling Bros. Circus as there has been so much written already. However, it was reported in the Baraboo News Republic dated Jan. 16, 2007 that the show was closing.

Kenneth Feld, the Chairman and CEO of Feld Entertainment which owns the circus, said declining attendance, combined with high operating costs are the reasons for closing. The final show for "Circus Extreme" would be on May 7, 2017 in Uniondale, New York, at the Nassau County Coliseum.

The two touring circuses would perform a total of 30 shows over the four months preceding the closing. The Feld family had owned the circus for 49 years and had employed some 500 people. Some employees will be transferred to other Feld shows, including Monster Jam, Supercross, Disney On Ice, and Marvel Universe Live.

In May of 2016, the circus retired all its 40 elephants to the Center for Elephant Conservation in Polk County in central Florida. Feld stated that the enormous number of costumes and props will probably go to the Circus Museum at the Ringling in Sarasota.

Elephants had been a circus mainstay almost as long as the circus itself has been a staple of American entertainment, since Phineas Taylor Barnum introduced Jumbo, an Asian elephant in 1882.

*The Feld family bought Ringling in 1967 and employs about 500 people for both touring shows "Circus Extreme" and "Out of This World." Those employees were told about the closure after shows in Orlando and Miami. "The Felds say their existing animals — lions, tigers, camels, donkeys, alpacas, kangaroos and llamas — will go to suitable homes," adds the AP. "Juliette Feld says the company will continue operating the Center for Elephant Conservation."*

### **About Section FFF**

#### **Murals of Baraboo**

##### **Murals of Baraboo**

Mural painting in Baraboo was scheduled to begin on Friday, August 7, 2015. That is when a four-panel mural on the Century Link building on Fourth Street "Welcome to Baraboo" would start to take place. Artist **Bernie Poff** of Prairie du Sac would lead the project. Poff also designed the "**Mandala Mural**" at "**Nanny Park**" on the corner of Fifth Avenue and Oak Street.

The mural project cost was estimated at \$40,000 and eventually would depict the **Ringling Brothers Circus**, conservationist **Aldo Leopold**, **cranes and trains**. Volunteers were asked to help on August 22 (Al. Ringling Mansion), September 12 (Baraboo River Walk) and September 19 (Circus World Museum).

Mural panels would be painted on the ground and then fixed to the Century Link building.

### **About Section GGG**

#### **Rooney and Other Shows of Baraboo**

##### **Rooney's of Baraboo**

The Rooney's of Baraboo were well represented in the circus world. Four of them.... **Hugh, John, Mike and William**.... didn't come from a circus family nor were they performers but 14 of their children wound up in the business. Three of the children trained and managed animals for the Ringling's. Nine starred with that show as equestrians, acrobats and wire walkers and two handled animals with out-of-state circuses.

One of the youngsters, Johnny, was listed on a Ringling program in this manner "*Master Johnny gives an aerial display of terpsichorean feats upon the high tight rope, doing jig steps, hornpipes, and waltzes to the music of the band and the wonderment of the audience*".



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The famed "**Flying Rooney's**" of Baraboo were **Ed and Jenny Rooney** billed by Ringling as "*A Made in America act of which America should feel proud.*"

**Frank Schadel** of Baraboo was a clown rider with Ringling's and his wife, known professionally as **Emeline Fredricks**, "*The Great Australian Ariel Wonder*", was a balancing trapeze artist with the same show in the early 1900's.

**May Wirth and Rosalyn**, both riders were among "Top-Notchers" in the circus world and **Charles (Baraboo Red) Hampton** appeared in Ringling rings countless times, although as an elephant trainer. They all came from Baraboo.

**Claude Holloway** of West Baraboo operated a circus for one season. With his three brothers, they toured northern Wisconsin, Michigan and Minnesota with their 15 wagon show in 1892. The little known, but good show featured the four brothers who were musicians.

Holloway recalled one of the stunts which he performed.

He did a wire slide from the top of the tent to the ring curb, while playing a cornet. It was the only act of its kind in all circus history.

### **About Section HHH Tragedies Near Home Badger Village Tragedy**

Note: The following is an excerpt from the book "*Badger Village/Bluffview Courts...1943-1981*" which was written by Erhart Mueller in 1982. It is with the family's permission that this story is re-told.

It was about midnight, Friday, November 14, 1947 when **Carl L. Carlson**, a Navy Veteran and University of Wisconsin Medical student from Superior, Wisconsin met his wife's relative, a 19-year old coed from the University of Michigan. The Michigan coed came to Madison for the week-end football game with Wisconsin just like many other Michigan students, however her train arrived too late for catching a bus which would drop them off at Badger

Village. So... they accepted a ride in a car with two men, while hitch-hiking at the intersection of Park Street and University Avenue in Madison.

They had just driven through Middleton on Highway 12 when **Buford C. Sennett**, 22, from Richland Center, alone in the back seat, killed Carlson without provocation with two gunshots to his head. For the next two hours, the two men took turns assaulting the hysterical girl in the back seat of the car with Carlson's dead body still in the front seat.

Before daybreak, Sennett and his companion, **Robert A. Winslow**, 24, from Owen, Wisconsin, fired another shot into Carlson, trussed his body with chains and rocks and dumped him into the Wisconsin River at Blue River.

While Sennett re-gassed the car, Winslow held the Co-ed at gunpoint under a culvert. Then they continued driving in circles until 9:00am, when their car became stalled along with other cars on an ice-covered hill near Hillsboro. While the men were studying the situation, the co-ed jumped out of the car and ran to another stalled car for help. A truck driver thought she was drunk, but the second car owner took her to the Hillsboro Sheriff. Sennett and Winslow abandoned their stalled car and fled into the woods. The Hillsboro police drove the co-ed to Madison, not quite believing her horrible story.

Here too, the lawmen were skeptical...until Mrs. Carlson, carrying her baby in a pink blanket arrived at the jail and confirmed that she had been worried all night because her husband didn't return with her co-ed relative he was to have met at the Madison train some 16 hours earlier.

On Monday, November 17, 1947, the killers were apprehended at a farmhouse near Neillsville. One day later they were sentenced to life imprisonment at Waupun which they entered at 6:00pm on November 18, 1947. Lawmen dragging the Wisconsin River near Blue River, recovered Carlson's chain-trussed body.

A plea for the young Badger Village widow was circulated by her friends in the student village and within two days an average collection of \$1.00 per Badger family was realized.

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### **LaRue Tragedy**

Note: The following is a condensed version of a September 11, 1969 Baraboo News-Republic article written by Ron Brayer.

A lone gunman walked into Larry's Bar in the village of LaRue Wednesday afternoon at 3:15pm. The result was one dead and another one wounded.

Shot and killed was **Mrs. Wanda Klingenmeyer**, 53. Her husband, Lawrence, after being shot two times in the chest, was rushed to St. Clare Hospital where he was reported in satisfactory condition the following morning.

Two suspects, after being captured by Vernon County officers at approximately 9:30 last night, are being held by Sauk County authorities. The two "hillbilly" type men were driving a white 1963 Fury when they were picked up near Lime Ridge. The two are reportedly from Illinois.

The scene of the shooting was Larry's Bar known by that name since 1929. LaRue received its most attention last August when the First Annual Antique Transportation Meet was held there.

**Duane**, 37, one of the Klingenmeyer's 6 children, said his father was in the back of the building where they lived. He heard talking and then..."Hand the money over", Ma said, "You have to be kidding". Duane bowed his head slowly and said softly, "Why didn't ma hand over the money?"

Apparently when Mrs. Klingenmeyer refused, the gunman knocked her down with the butt of his rifle.

At this point **Lawrence Klingenmeyer** came out from the back, grabbed a barstool with which to attack the gunman. The man fired two shots at Klingenmeyer hitting him as he went out the door. The fatal shots were then fired at Mrs. Klingenmeyer, striking the side of her head. Lawrence Klingenmeyer caught a glimpse of the car as it sped out of LaRue and was able to report it was a white car bearing Illinois license plates.

Road blocks set up in the area with armed police officers until about 10:00 pm when the fugitives were apprehended.

Funeral services were held for Mrs. Klingenmeyer on the following Saturday. She was survived by her husband, Lawrence and six sons, Duane, Darrell, Dale, Larry, Dennis and Gary; two brothers Lawrence and Dexter Meske; four sisters Mrs. Martin Alwin, Mrs. Ewald Beth, Mrs. Raymond Ratcliffe, and Mrs. Edward Krueger.

Richard Olsen, 26, of Aurora, Ill was charged with first degree murder, attempted murder and armed robbery.

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### **Gilbert Williams Death**

#### **James "Jimmy" Lee Roper Manhunt**

The following is a condensation of a love affair gone awry.

In 1952, Mike Spencer became a Sauk County traffic officer...this office was still separate from the Sheriff's Department then...and got promoted to Sergeant and became acting Captain in 1954.

A few months later Mike experienced his first manhunt when **James "Jimmy" Lee Roper** shot and killed **Gilbert Williams** in a fight over a woman on a Saturday night which I believed happened at the "Bloody Bucket" tavern on what was known then as "Old Hiway 33".

Stella Anderson had been Roper's lady friend but had agreed to marry Williams. Roper was picked up several hours later in shack he maintained in the woods outside of Necedah.

He confessed to the shooting and even agreed to help Sheriff Gavin find the .22 rifle he'd used, which he said he threw into the woods while fleeing town. Gavin had him handcuffed and the two of them were tramping through the woods north of Reedsburg when Roper escaped.

Gavin called for the bloodhounds from LaCrosse and set up another roadblock and assembled a posse of some 300. The owner of the dogs, as **Mike Spencer**, recalls as "Mr. Brooks," wanted an officer to go with him and the dogs. He looked over the assembled group and his eyes rested on Mike, who stood with his shoulders squared back, a rifle in his hands and a .38 strapped to his side.

"I'll take the kid," he said.

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"I almost busted my buttons, I was so proud to be picked from the large group of officers," Mike says. But once in the thick brush on the trail of a killer, "I wasn't so sure I was lucky," he admits.

They didn't find Roper that afternoon, but the following night, Roper appeared on the highway, whistled down a passing squad car and gave himself up. He'd been holed up near Excelsior, in the farmhouse of Henry Hanson and his wife, who were arrested for aiding and abetting a fugitive.

Note: Although the author, Joe Ward, of this Baraboo History Book, lived in Baraboo during this time, most of this article on Jimmy Lee Roper was copied from a book "*The Great Wisconsin MANHUNT of 1961*" written by Marshall Cook. Cook's book deals primarily with the shooting death of Patrolman Jim Jantz by three Chicago hoodlums and is recommended reading.

Personal memories of this writer and some friends recall the sheriff locking Roper in a cell after removing all his clothes and giving him a sheet with which to cover himself. Then, the sheriff allowed the populace to enter the jail and parade past Roper's cell like it was a zoo.

Also, Roper had purchased the rifle from Stan Premo's Sport Shop on Broadway in Baraboo. Stan testified at Jimmy's trial that in his opinion Jimmy was not a violent person and probably only meant to scare Williams as he purchased a 22-caliber rifle.

Recollections by Pete Premo, Stan's son, are that the victim was standing, leaning against his girlfriend's car with his hand/arm on the top of the car. The thinking at the time was that the bullet ricochet off the roof, entered the arm-pit of the victim and penetrated the heart. Stan stated that Jimmy was very remorseful.

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### **Jim Jantz Murder**

#### **The Murder of Patrolman James Jantz**

The following is the writer's (Joe Ward's) personal memory of the manhunt for the murderer(s) of Deputy James Jantz.

The book, "*The Great Wisconsin MANHUNT of 1961*" (copyright date 2004) by Marshall Cook is recommended reading. I recall a day in 2003, Mr. Cook and myself sitting in my living room, overlooking the Baraboo Golf Course and discussing "*The Great Wisconsin MAMHUNT of 1961*" book which he was writing and my experience in this manhunt. The following is my detailed recollection of the capture of Lawrence Nutley

I was employed by Flambeau Plastics Corporation at that time and was starting a vacation on Monday, August 21, 1961 when Don Schleicher called me in the early morning.

Schleicher was an automobile dealer in Baraboo, selling Nash Ramblers. He was quite visible about town and would walk his pet half-grown lion around the courthouse "square" on a leash at times. He was also sort of an unofficial deputy of the sheriff's department.... I'm not sure he was ever sworn in. The two of us would go out checking bars now and then for under-age drinkers.... can't remember if we ever found any.

Schleicher phoned me about 4:00am that morning, he said "Jimmy Jantz has just been shot and killed; I'll pick you up in five minutes." I quickly got dressed and went outside of our home on Tenth Street and waited.....Don never showed. This was quite like Don as he was very excitable and in such a rush to get up to Lake Delton that he forgot he called me.

Ted Church, who was confined to a wheel-chair, was a gun dealer and repaired guns; therefore, was close to the sheriff's department and may have been a deputy. Ted had worked for me in my department at Flambeau at one time and I bowled on a team sponsored by him. I called Ted after I realized that Don had passed me up, and as Ted had also received the shocking news, he was getting ready to go up to the Dell's area where the manhunt was being organized. I was able to hitch a ride with him. My wife at the time was planning a trip to Madison so our personal car was asked for that Monday.

In the meantime, Dell's Patrolman, Donald Donnelly had received word of the shooting and headed for Lake Delton where he met Wayne Johnson, a Columbia County traffic patrol officer. They

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met across the road from the Dell View Hotel where they saw a black Oldsmobile leave the hotel. Both officers give chase and north of the Dells; Johnson pulled abreast of the Oldsmobile and came under fire.

Suddenly the Oldsmobile, about 4 miles south of Mauston, decides to turn around and head south, in doing so, Richard Nickl who was in the back seat and who had caught a bullet in the thigh at the site of the original shooting, was thrown against a rear door and out of the car when the door opened. Nickl was picked up and taken to the Mauston hospital.

The remaining two men continued south until they came under fire from patrolmen and lost control of the car. Johnson and Spencer approached the car only to find it empty. Welter and Nutley had disappeared into the woods.

When Church and I reached an area north of Wisconsin Dells where Sheriff Spencer had set up his headquarters we were given an area where we were to check the roads, buildings, culverts, etc.

My memory is a little vague at this point but eventually I hooked up with Don Schleicher along with Jerry Coughlin and "Stan the Man". No one has been able to recall Stan's last name with any accuracy. He was a bartender at what was termed the "Cocktail Lounge" at the Warren Hotel. Some inquiries bring in two possible last names with the spelling, not guaranteed, **Stan" Kupian"** or **Stan "Skupniewitz"...**

The next morning, the "Crimefighter"...a Sauk County mobile law enforcement van, was turned into a makeshift communications center at the suggestion of Jim Seering. It was parked in a field in Lyndon Station but was soon moved to the area of the pickle factory a short distance away.

About that time, we got a call that there was a report of a "pretty ragged looking man" who had limped up the driveway of the Stand Rock Motel and had purchased a couple of bottles of soda paying for them from a large roll of bills he had in his pocket. The caller said that the man wore a dirty, torn T-shirt and ripped gray pants with scratches all over his face and arms. He walks away and disappears into the woods.

*Note: the preceding was well covered by Marshall Cook in his book...the following is a more detailed account of the capture of Nutley:*

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As we were getting into the car to race down to that area a small compact auto with Illinois license plates pulled up near us. The auto held four detectives from Chicago who may have also had warrants for the arrest of the suspects. In any event we told them of the reported sighting and they followed us.

The area was a triangle shape wooded area. The two short sides were county or town roads with the long side of the triangle being a railroad.

The area was pretty well surrounded...mostly by volunteers and National Guards. Mike Spencer said that about half of the volunteers had been people he had placed in jail at one time or another. The four of us entered where one county road intersected with the railroad. We walked down the railroad about half a mile until we got to the other end where the tracks intersected with the other county road that made up the other short leg of the triangle. There was about a 10ft. high bank which was formed when the grading for the tracks was made. It led from the tracks up to the wooded area. It was at this point that we heard what sounded like leaves rustling up on top of the bank. Coughlin was armed with a shotgun and Schleicher was armed with a 38 the same as Stan and myself. It was decided that Schleicher and Coughlin would enter the wooded area atop the bank area where a Pine tree with very low limbs was located. Coughlin would lead as he had a shotgun. It was there that Schleicher and Coughlin spotted some feet protruding from under the tree. There was a small commotion as they prodded the man out from under the tree and down the bank where Stan and I were the "back-ups". This man happened to be Lawrence Nutley and I think it was Schleicher who removed Nutley's belt to tie the man's arms with. At that point, we made one quicker search of the pointed area of the triangle shaped area to check for others but found none.

## Volume VII... "Baraboo Wisconsin 1850 to 2018"...Section I Continued

I don't think any of the Chicago detectives got out of their car during all this time. In any event, Nutley was placed in the back seat of a squad car with a driver and an officer in the front seat and the suspect in the center of the back seat with a guard seated on each side of him. Schleicher, a very excitable person, climbed into the back seat and settled himself on the back of the front seat facing the suspect with his feet resting on the rear cushion on each side of the suspect. Cars were larger then....

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The other suspect, William Welter was found in the woods about a week later when a search was made with dogs.

Note: As mentioned before, please read "*The Great Wisconsin MANHUNT of 1961*" written by Marshall Cook for the full and complete story.

### **Dickie Family Killed**

A Plane crash on September 21 of 1953 killed four former residents of Baraboo. The Dickie family members were killed when an Air Force C-47 plane made a crash-landing at the Madison Airport (Truax Field) about 5:30pm. They were **Clark V. Dickie** (age 54), a brother of **Kenneth Dickie** of Baraboo, his wife, the former **Elizabeth Blank** (age 52). Their daughter **Fay Elizabeth** (age 50) died in an ambulance on the way to the hospital. Mrs. Dickie's mother, **Mrs. Katherine Blank** (age 70), a resident of 1324 W. Juneau Avenue, Milwaukee died about an hour after the accident.

The Air Force C-47 transport plane made a successful crash landing at the field after ripping the top off the car on highway 51 as the plane came in for a landing. The 12 Air Force men aboard the plane escaped injury, but all four occupants of the car were killed.

The transport, coming in from Norton air force base in California was making a low approach for a landing when its landing gear caught the top of the automobile. The car was tossed into a ditch.

The plane's pilot, **Lt. Col. Sam J. Wicker**, circled the field for nearly half an hour trying to lower the landing-gear. When he

was unable to lower the gear, he decided to make a "belly" landing as crash crews stood by.

The crash was the second serious accident at the field during September. Two persons were struck by machine gun bullets from a fighter plane, which crashed and burned there on September ninth.

### **About Section I Continued Bridges of Baraboo**

There has been much written about the "Bridges of Baraboo" in earlier volumes. I would like to stray from Baraboo to a little village to the west...North Freedom and a tragedy which happened during bridge building there.

In January of 1940, Highway PF south of the village of North Freedom was closed after one of the steel members of the bridge just south of North Freedom had been damaged permitting the bridge to sag and making it unsafe for traffic.

According to reports, workmen for Mantin Brothers were trying to start a car by pulling it behind a truck; the car swerved and hit the bridge support. There were plans to replace the bridge anyway and this accident just moved the work up.

Later in June, Clement Rick, 26, of Plain lost his life on a Friday afternoon while working on the new bridge. Of the three men who were in the water at the time, Rick was the best swimmer.

The accident occurred about 3:30 p.m. one early June workday as the men were working on the piling on the south bank. Those who were with Rick on the raft, a rude structure of boards used to ferry material back and forth, were "Rudy" Kraemer and Ervin Vollbracht of the Kraemer Construction Company of Plain, builders of the bridge.

Suddenly the raft tipped, it appeared to be a minor mishap in the day's work, in fact Kraemer, who found himself standing on the river bottom, and Vollbracht soon scrambled ashore, while Rick called to other workmen that he was alright. Then for some reason or other, possibly to catch the raft which was floating downstream,

## Volume VII... "Baraboo Wisconsin 1850 to 2018"...Section I Continued

Rick started swimming downstream. From the piling, the workmen suddenly saw him go under. Aid reached out to him immediately and other men were within inches of him when he disappeared for the third time, but they were unable to get hold of him.

It was an hour and a half before the body was located and brought to shore but it was too late. He had been employed by the Kraemer Company for the past three years.

In October of 1940, Judge James Hill Sr. of Baraboo gave the dedicatory on a Sunday afternoon. The program opened at two o'clock with music by the American Legion band of Baraboo. Speakers from the state and county highway departments spoke also.

### **Additional Covered Bridge Information**

The Baraboo News Republic newspaper, dated October 16, 2015, contains more information on **Sauk County Covered Bridges** in an article written by **Bill Schuette**.

### **Moore Street Bridge 2015**

October of 2015 the following "Legal" was posted in the Baraboo News Republic. "Planned rehabilitation to be discussed at the October 26th information meeting".

Re: Planned rehabilitation of the **Moore Street bridge** over the Wisconsin & Southern Railroad located in the city of Baraboo...Reconstruct the roadway approaches including concrete surface repair to the underside of the west deck edge and curb/sidewalk along the east side, etc.

The financial depression that followed the civil war was keenly felt by residents of North Sauk County, but not so keenly as elsewhere in the land.

### **About Section II Hop Industry in Sauk County**

Mr. **Jesse Cottington**, propagator of the hop industry in Wisconsin was an Englishman, born in Sussex County, March 24, 1816, the son of **Robert and Sarah (Woodshell) Cottington**. At the age of 18, **Jessie married Rebecca Forward**, and in 1841 he and his family moved to America.

Cottington worked in the famous hop-gardens near London and after arriving in America and settling near Waterville, New York, worked for seven years in the hop gardens of **Mr. Palmer**, the propagator of the famous Palmer Seedling of the hop period. In 1851 Cottington arrived in Sauk County and in February 1852 purchased a farm later owned by a **Mr. Skinner**. Cottington had a half acre's planting of hop roots shipped to him from the Palmer gardens. Cottington's son, **Amos Cottington**, picked them up in Milwaukee with Jessie's team and hand-made wagon.

In 1853 Cottington harvested his first hop crop. He found the soil here better adapted to the growth of hops than the eastern soil. The first crop was marketed at Columbus and Cottington received 30-cents per pound...the net receipt for Sauk County's first hops crop being forty-five dollars in gold. Eventually the income from hops would reach 60-cents per pound in 1867.

The result of such a state of affairs was that during the years of 1865, '66, '67, the expenses of living in Sauk County were greater than living in Milwaukee or Chicago. The result of such an unnatural state of affairs could be nothing but a general financial crash, which happened in 1868.

Some local hop dealers made a visit to New York and other eastern states in July of 1968 and upon their returned advised caution on the part of merchants and growers. However, the insane belief in permanent high prices had so bewitched the minds of the people that they would not listen to any advice or words of caution. The State of Wisconsin harvested and sold only 100,000 bales of hops that year, at prices that ranged from 4-1/2 to 5 cents per pound with Sauk County growers losing between two and three million dollars.

## Volume VII... "Baraboo Wisconsin 1850 to 2018"...Section I Continued

It was said that of all the merchants in Reedsburg, only Samuel Ramsey and J. V. Kelsey would survive the crash without being severely crippled financially.

### **About Section III**

#### **Spirit Point**

By Ben Bromley of The Baraboo News Republic  
August 31, 2017

The **Spirit Lake Mountain Men** held their annual Baraboo River Rendezvous at Spirit Point near Circus World Museum on Wednesday, August 30, 2017.

The Spirit Lake Mountain Men have held a Labor Day weekend rendezvous for more than 25 years, starting at Ochsner Park before moving to Spirit Point. At its peak, the event drew nearly 150 campers. This weekend, about 50 are expected.

Activities included exhibitions of archery, frying pan tossing, pie baking and tomahawk throwing. Treats ranging from hot fry bread to homemade root beer will be available, and every afternoon

Participants dressed in period garb cook over open fires and practice not-yet-lost arts like blacksmithing. "It's an educational experience, hands-on," it is said. "A living history is what it is." Many have been returning for more than two decades. The rendezvous is a family event with broad appeal.

### **About Section JJ**

#### **Badger Village**

It must be noted that Mr. Erhart Mueller spent countless number of hours writing about "BADGER VILLAGE" and "BLUFFVIEW COURTS". It is strongly suggested that researchers should search out his book at the Baraboo Public Library or the Sauk County History Center. Following are excerpts from his book.

The land for Badger Village was purchased by the U.S. Government from various owners. The area now (2015) known as

Bluffview Courts was the site of the first housing constructed for the Badger Ordinance Plant. Through the years it has had three different titles. First it was known as the "**Barracks**". During student days, it was known as "**North Badger**" and since its purchase it has been known as **Bluffview Courts**".

Each Barracks building had 60 rooms, a central hallway and a lounge room. Two maids and two janitors cared for each building from 8:00 am to 4:00 pm and two maids served from 8:00 pm to 12:00 am (Mid-Night). In addition to the "Barracks, 15 houses were constructed which became known as the "Staff Village".

A 200-person Mess-Hall was also constructed east of the barracks.

Badger Ordinance busses served workers within a 65-mile radius.

#### **"South Badger Village"**

Later South Badger Village was constructed which were planned to consist of 500 living units including 80 two-bedroom units, however...the final product had 324 units which had a section curtained off for a bedroom, 48 no-bedroom units and 124 two-bedroom units. The village was named "Badger" by the Federal Public Housing Authority.

In October of 1943 the village was dedicated and the A&P Supermarket and Thompson's Drug Store were opened for inspection as well as the Badger Village Public School which would serve 300 students.

#### **Badger Village Barber Shop**

The Badger Village Barber Shop was in the most western unit of the commercial complex.

#### **Badger Village Variety Store**

Located between the Drug Store and the Barber Shop was a small store space for a variety of uses. At one time, it was a clothes store operated by Kundert's of Sauk City. Another time it was a clothing store operated by Meagher's who operated a Community Service Center for the exchange of clothing.

## Volume VII... "Baraboo Wisconsin 1850 to 2018"...Section I Continued

Three church services were held every Sunday morning in the auditorium, Catholic, Lutheran and non-Denominational.

In 1945, two hundred more units were approved and they were placed west of Badger Village.

The University years of Badger Village began in 1946 and ended in on June 30, 1952. It was said to have been one of the most successful experiments in higher education ever attempted by the University of Wisconsin. 900 students, married veterans - clamored at the doors of the university and the student population grew from 9,000 to 18,000.

Ex-Wisconsin Governor John W. Reynolds also lived at the village during his first year at Law School.

### **Badger Law Enforcement**

During the first years of Badger Village it was patrolled by the Sauk County Police Officers, who made a swing through the village during their tour of duty along highway 12. The University provided the first policeman in December of 1948.

### **The Bar Room**

Located on the west side of the community center, the Bar Room consisted of the entire western wing, including a bar in the southeast corner. The balance of the room was filled with pool tables and wires with counters for keeping score, tables for cards or for enjoying a leisurely drink with friends.

### **Badger Village Fire Department**

There was an earlier fire department, but with the arrival of University students, a University Project Fire Department was organized. Milton Scherin was the Fire Chief until he left Badger on December 1, 1951 for his new position as manager of the University Apartments at Eagle Heights in Madison. Robert Brehen then stepped up.

### **The Badger Village Post Office.**

The first Badger Village post office, a branch of Baraboo Post Office, was opened in a cubicle in the Badger Village Drug Store. Mrs. Erna Thompson, who operated the Drug Store, was the postal clerk.

The Badger post office became an independent post office on Monday, January 26, 1946. It was located behind the Badger Barber Shop. Mrs. Ruth Feifarek was the first postmistress in the new location.

### **Badger Village Gas Station**

The gas station was located at the southwest corner of Badger Village on land adjoining the original village, formerly an addition.

### **Dell's Dry Cleaners**

Bob Murphy and Bob Wylders were the agents for the Dells Dry Cleaners of Wisconsin Dells. They collected soiled clothing on Mondays, Tuesdays, Thursdays and Fridays, delivered them to the Dells and returned with the cleaned cloths. They were called the "Bobsie Twins" and when they were not available the work was carried out by their wives, Betty Murphy and Betty Wylder, known as the "Betsy Twins".

There is much more interesting material in Erhart Mueller publication "Badger Village and Bluffview Courts", probably at the libraries around Sauk County as well as the Sauk County Historical Center in Baraboo.

### **1965 Newspaper Article**

In 1965, the local Baraboo Newspaper reported the following:

Something has been added at **Bluffview Courts** located in the Badger Ordinance Works area. The section now has a mobile home park located near the laundry, barber shop, grocery and restaurant. The park features paved streets and sidewalk and there are regular water and sewer systems, as well as a separate playground for children.



**About Section JJJ  
Evermor's Sculptures, Dr.**

*Please note that the following excerpt was copied from the Wikipedia Encyclopedia site.*

*Dr. Evermor's Forevertron*, built in the 1980s, was the largest scrap metal sculpture in the world, standing 50 ft. (15,2 m.) high and 120 ft. (36,5 m.) wide, and weighing 300 tons. It is housed in **Dr. Evermor's Art Park** on Highway 12, in the town of Sumpter, in Sauk County, Wisconsin, United States.

The sculpture incorporates two Thomas Edison dynamos from the 1880s, lightning rods, high-voltage components from 1920s power plants, scrap from the nearby Badger Army Ammunition Plant, and the decontamination chamber from the II spacecraft. Its fictional creator, *Dr. Evermor*, was born **Tom Every** in Brooklyn, Wisconsin and is a former demolition expert who spent decades collecting antique machinery for the sculpture and the surrounding fiction that justifies it. According to Every, Dr. Evermor is a Victorian inventor who designed the Forevertron to launch himself, "into the heavens on a magnetic lightning force beam." The Forevertron, despite its size and weight, was designed to be relocatable to a different site—the sculpture is built in sections that are connected by bolts and pins.

In addition to the Forevertron itself, the sculpture includes a tea house gazebo from which Every says: "Queen Victoria and Prince Albert may observe the launching of Dr. Evermor; it also includes a giant telescope where skeptics may observe the ascent." Dr. Evermor's art park is home to many other sculptures, many of which relate to the Forevertron, such as the "*Celestial Listening Ear*" and the "*Overlord Master Control Tower*". Other large-scale sculptures include gigantic insects (the "*Juicer Bug*" and "*Arachna Artie*"), the "*Epicurean*" bellows-driven barbecue train, "*The Dragon*", and "*The UFO*". The most numerous

sculptures are the "*Bird Band and Orchestra*" which includes nearly 70 birds ranging from the size of a child to twenty feet tall, all made from scrap industrial parts, geological survey markers, knives, loudspeakers, springs, and musical instruments, among other salvaged materials.

Every says he takes pride in allowing the original materials to remain unaltered as much as possible, using their original forms in new juxtapositions to create his aesthetic. While he himself is not often available for tours of the art park, the site can generally be accessed from passing through the surplus store adjacent to it, **Delaney's Surplus**. Mr. Every also created much of the installation art for the House on the Rock, including the world's largest carousel.

An article in the Baraboo News Republic, dated September 24, 2015 stated that the narrow strip of land along Highway 12 that some of Dr. Evermor's sculptures rested on had been sold and the sculptures moved west to an entire park filled with Evermor's sculptures.

More can be found on this subject in the Baraboo News Republic newspaper dated September 24, 2015.

**Madison Trust for Historic Preservation awards  
Dr. Evermor**

**When:** 5:30 p.m. May 19

**Where:** First Unitarian Society, 900 University Bay Dr., Madison

**Cost:** \$50

**Contact:** Call (800) 838-3006 or visit

[www.madisonpreservation.org](http://www.madisonpreservation.org)

A pair of Sauk County institutions are about to pick up historic preservation awards.

This week the Madison Trust for Historic Preservation listed **Dr. Evermor** and the (**Al. Ringling Theatre...See Volume VII, Section III**) among its 2016 award winners. The organization annually recognizes building, design and construction projects that maintain the character of historic places in Madison and the surrounding area. The awards ceremony will be held May 19, 2016.

## Volume VII... "Baraboo Wisconsin 1850 to 2018"...Section I Continued

Sauk Prairie scrap metal sculptor **Tom Every**, better known as **Dr. Evermor**, will be honored as a "friend of preservation." For many years curious visitors have been drawn to his sculpture park off U.S. Highway 12, across from the former Badger Army Ammunition Plant. Now facing health challenges, Every famously used everything from old buses to lawn mower blades to create giant metal creatures and other sculptures.

His wife Eleanor Every said the artist will attend the awards ceremony in Madison. "He was honored," she said. "It's quite an award."

The Madison Trust is dedicated to saving historic places through advocacy and education. A volunteer board of trustees guides the nonprofit organization. It works with state and local historic preservation groups and is a local chapter of the National Trust for Historic Preservation.

"Preserving and renovating historic structures and landscapes creates jobs, protects the environment, and revitalizes neighborhoods," Madison Trust board president Sam Breidenbach said. "I encourage community members to join us at this gathering so they can learn more about the innovative historic preservation work that is being done in Madison and the surrounding area."

### **About Section KK Wisconsin, Incubator of the American Circus**

*Please note that this article is a condensed version of an article written by Ayres Davies and printed in the 1941-1942 Wisconsin Magazine of History. Davies traveled with many circuses as a young man. Because of the Ringling Circus having its roots in Baraboo, it is thought that this would be apropos. Special thanks were given to William Kasiska of Baraboo for his help in writing the original article.*

The circus was born and particularly active in the period between 1828 and 1920 and was as American as baseball, the

Sunday school picnic and the barefoot boy with a fishing pole on a hot August afternoon.

A two-year-old elephant arrived in America from Bengal as early as April 13, 1796 and made many appearances in the eastern states.

However, "Old-Bet" was probably the oldest circus elephant in America. She was purchased by **Hackaliah Bailey** (not a relative of James A. Bailey who was a partner of P. T. Barnum) of Somers, New York from a sea captain who obtained her in London. "Old Bet" was exhibited in livery barns during the day...moving on to the next place by night. Soon the novelty wore off and Bailey added other attractions such as jugglers and equestrians.

"Whitetops" appeared on village greens in Southern Wisconsin before a constitution was adopted by the state. As early as 1848 Spalding's North American Circus visited Beloit. One of the first circuses boasting elephants was **Messer's Sands and Nathans And Company**. During the 1850's they encountered competition from the smaller "**Major Brown's Monster Coliseum, and Great American Circus.**"

Among early shows to appear in Wisconsin were **Ed and Jerry Mabie**, from Brewster, N.Y., owners of the **Grand Olympic Arena and United States Circus**. The Mabie's bought a farm near Delevan in the late 1840's and established winter quarters there.

**H. Buckley**, one of the foremost bareback riders of that time started his "**Great National Circus**" in Wisconsin. **Herr Driesbach**, a great wild animal trainer, launched his "**Grand Consolidated Circus and Menagerie**" in Wisconsin also. **Ed and Pardon Older** also ran a show out of Wisconsin while **John Holland**, another rider, formed a circus and operated it out of Delevan for forty years, as late as 1935 his descendants were still practicing every winter in the old family ring barn in preparation for another circus season.

Probably the most famous of the circus men who wandered into Delevan was **W. C. Coup**, ex-manager of the old **Yankee Robinson Circus**. In partnership with **Dan Costello**, an old-time

## Volume VII... "Baraboo Wisconsin 1850 to 2018"...Section I Continued

clown, Coup induced the Yankee showman, **P. T. Barnum** to return to the tented world. In the spring of 1871, the original Barnum show left Delavan, never to return. Coup however did return after severing connections with Barnum, and put the first circus and the railroad and introduced the second and third rings. It is said that it was Coup, who constructed the huge building which made possible Madison Square Garden. It was also Coup, who died penniless in Florida, to be returned to Delavan for burial. Coup, not Barnum, was the real founder of the "Greatest Show on Earth." Coup, not Barnum, was the greatest showman of his time.

For thirty years, around the time of the Civil War, wagon trains and gaily decorated chariots and drays departed from Delavan each spring.

Soon, circuses would spring up in surrounding Wisconsin communities. In 1853, **Hirum Orton** forsook his saw-mill for the saw-dust ring and started a circus out of Portage. (In circus vernacular, a show is never "from", but always "out of" a town).

From near-by Beaver Dam went the **Haight and Chambers' Circus** managed by a former hotelkeeper, and **Doc Thayer's United Circus**.

After the civil War, circuses deserted the rutted road for the steel rails of the Iron Horse and it was with this change that Delavan lost its title as the Circus Capitol of America.

It was written, "That the circus dominion destined to expand beyond its protective walls, an empire ultimately expanding from Sarasota on the shores of the Gulf of Mexico to Bridgeport, Connecticut, from Peru on the Indiana prairies to Baldwin Park in California. Each of these towns became winter quarters for a Ringling Brothers' subsidiary.

One should not forget the home grown **Hocum Attractions** show.... please read Section CCC of this volume VII as well as the **Gollmar Brothers Circus** in the About Section CC in *BARABOO... Wisconsin 1850 To 2015 Volume VI*. Also, the

*Ringling Brothers Circus does not appear here either. So much*

*has been written about it as well as the **Ringling brothers** themselves and their family. Check the indexes for articles on them.*

### **About Section KKKK Quarries of Baraboo**

There is a lot written about the quarry at Devil's Lake, but very little about the quarry industry in and close to Baraboo. The Baraboo quarry stone was used almost exclusively for Baraboo buildings. Some of the following research was done by Dr. Robert Dewel. The late Harland Steinhorst also provided the writer much of the Baraboo quarry history also

**Patrick Bassett** of the famed Bassett "apple" Family opened a quarry on "Stone Quarry Road" in 1855. Later the road's name was changed to Quarry Road, then to Quarry Street.

A smaller quarry was soon opened adjacent to Bassett's by **Smith Jennings** in 1890. Jennings died in 1908. The location of afore mentioned quarries... S. W. 1/4 of Sec. 2, T. 11 N., R. 6E.

A short time later, **William Andrew** became the owner of the Bassett Quarry. **Levi Crouch** who came to Baraboo from Stueben County, New York on December 8, 1857 purchased the Bassett quarry from Andrew in 1874 for \$500. Later, a smaller **Free-Stone Quarry** was opened south of the Fair Grounds possibly by Levi Crouch. The quarries in and close to the village of Baraboo were mostly freestone, meaning they were composed of sand or grit, so called because it is easily cut or wrote.

Crouch died in on September 19, 1898 at the age of 62. (Note. Some records indicate that Crouch died in 1894). In 1902 Crouch's widow **Julia Crouch**, took in **Minnie Bell Kruppe** as a partner. They then sold the quarry in 1905 to **Capron Pratt** and **Charles Burke**. In 1920 **Attorney V. H. Cady** purchased the Jennings Quarry.

In 1963, **Don Pierce** purchased the former Crouch Quarry land.

**About Section LLL  
People Helping People**

**Baraboo News Republic**

**Feb. 7, 2014**

An article in the Baraboo News Republic (dated Feb. 7, 2014) stated that **People Helping People**, a non-profit **Work-Ready** organization was considering a site and building at 801 Broadway for a job training program. At that time, **Bill Harris** was the president of the organization and was looking to obtain a three-year lease with an Option to buy.

**Nonprofit marks 19th. Anniversary**

**Baraboo News Republic...by Jake Prinsen**

**August 11, 2017**

People Helping People founder Bill Harris says his organization has come a long way since it held its first meeting in Kenosha on Aug. 11, 1998.

Harris said he wasn't sure what direction the nonprofit was headed back then, so he relied on a higher power for guidance. He began collecting extra food items from grocery stores and organized brat fries to fund what would become People Helping People's **Adopt-A-Family Program**.

The initiative provides food for families in need year-round, with special food drives before Easter, Thanksgiving and Christmas. But even after getting the program up and running, Harris said he was led to do more.

"God said, 'Bill that's not good enough – now we must do something else,'" Harris said. "As we processed one program, God was already working on another program."

Since relocating to Baraboo in 2004, People Helping People has rolled out four additional programs that provide

school supplies, clothing and other necessities to students in need. The group also helps keep shelves stocked at food pantries in Sauk, Columbia, Adams and Juneau counties, and assists local veterans and their families.

Most recently, the organization launched its Work Ready program, which trains unemployed adults to detail vehicles, while gaining skills needed to re-enter the workforce. People Helping People celebrates 19 years of community-building service today.

Ross Crowder, who's enrolled in the Work Ready Program, said People Helping People has given him skills and resources to get back on his feet. Crowder said he plans to take what he has learned and apply it to his future work.

"You learn something new every day here," he said. "If I wasn't doing this, I'd probably be out doing stuff I shouldn't." After 19 years of service, Harris said it's surreal to look back and see how far People Helping People has come. In 2016, the organization donated more than 6,000 pounds of food to area food pantries and nearly 400 meals ahead of holiday seasons. During the same year, People Helping People also assisted 230 families in need with purchasing groceries, school supplies and clothing.

"It gives me great pleasure, and it warms my soul to know that we're doing good work," Harris said. "It's mentoring, it's teaching, it's getting people equipped with life-sustaining abilities – that's what we do here."

Moving forward, Harris said the People Helping People leaders plan to expand the organization's Work Ready program to include opportunities for women. Harris said he's thankful to the Baraboo community for its continued support.

"How in the world would we have a 19-year birthday if people hadn't come along 13 years ago, and supported us?" he asked.

**About Section N Continued**  
**About Devil's Lake Area**

**1917**

In February of 1917, the Baraboo newspaper reported the following... "E. E. Nash, assistant general superintendent of the Chicago & Northwestern Railway Company., has practically agreed to erect a platform and shelter and have a train stop daily at the north end of Devil's Lake. Kirkland is on the southeast corner of the lake, and there, two miles away from the north end, is the only railway station at the lake. Not since the famous old Cliff House was demolished at Devil's lake a dozen years ago by order of Colonel W. F. Vilas, its owner, have passenger trains stopped at the upper end. During the summer scores of cottager's and campers reside there and greatly desire train service if which they now have none.

**1940**

The sightseeing launch which had been operating at Devils Lake this season burned to the water line at the north-end pier early on the evening of August third, 1940, following an explosion in which **Eugene Schied** of Baraboo was burned about the face and hand. There appeared to be a gas leak which was ignited by a lantern which stood nearby. The youth was taken to the St. Mary's-Ringling Hospital for burn treatments to his face and left hand and wrist. With rare presence of mind, Eugene jumped into the water thereby saving himself from more burns.

**1965**

In May of 1965, workmen were busy constructing what appeared to be gates blocking the entrance to the north shore cottages whose leases were in question. Those who attempted to use their cottages earlier found that the toilets had not been opened, after being closed for the winter. The only facilities were 2 "one-holers" recently constructed. A bill to extend the leases of the north shore cottages was taken up in the senate two weeks prior but was referred to the joint finance committee which brought about a delay on the

bill. July of the same year found a bill in the state house that would allow owners on the north shore to extend their leases until December 31, 1971. The proposed lease extension has been previously twice delayed in the state senate because it did not have clearance from the finance committee.

**1966**

It was announced in a May 1966 issue of the Baraboo News Republic, that Devil's Lake had a new park Naturalist, **Kenneth Lange** and that he would conduct guided tours during the summer, stressing biology and geology. Students as well as summer visitors would be invited to join the tours.

**1967**

Baraboo News Republic...In January of 1967, the legal snarl over removal of the cottages on the north shore was aired before the Wisconsin Supreme Court. The Conservation Commission contends that the leases ran out in 1964. The state has a conviction notice pending against 105 defendants.

A compromise was reached in March of 1967 involving six cases whereby the cottage owners shall surrender full possession to the state by May 15, 1967 and at that time cottages, fixtures or personal belongings remaining on the lots shall become sole property of the state. The compromise settlements give the leasees the right to remove cottages and contents prior to May 15 without any damage to the trees or surrounding premises.

**The El Rancho....Lost Resort**

**Shirley and Royce Cushman** sold the **El Rancho Resort** to **Carol and Larry Nelson**, date unknown who promptly renamed the vacation spot...the **Lost Resort**. Eventually the resort was purchased by the State of Wisconsin and today you would not know it was ever there.

**2016**

The Baraboo News Republic reported in January of 2016 about the following efforts going on at Devil's Lake..."Construction crews are installing a retaining wall and paths to separate the sandy beach from the grassy areas while providing park goers with access

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to the lake. The goal was to prevent the picnic area soil from washing into the lake. A section of the wall put in over 20 years ago was starting to fail and will be removed and replaced with new wall 2-foot high. The wall will run the full length of the 400 feet north shore beach on the west side of the chateau. The concrete in the wall will be stained a light brown and purple mix to make it look more natural".

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<p><b>HELP.... The name of the author of the following article is unknown.</b></p>
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It is a cold but sunny December morning as I sit down at Devil's Lake Nature Center to begin my day's work. How do I summarize 100 years of history of an area that seems older than history itself? My fingers are poised at the keyboard. I'm saved by a phone call.

A frequent park visitor, Kathy, calls wondering if today would be a good day to show her where the stone ring of William Canfield's early 20th Century "tree house" is located. I'm thinking that today might be the last chance for a while if tonight's six-inch predicted snowfall materializes, plus it would give me a chance to check on some other historical sites I've been trying to locate. So, I agree to help her and her husband, Dave.

**Don't trip on the tree house**

The first stop is William Canfield's tree house, a site that I only recently located. After parking the car and bushwhacking a short way, we arrive at the site at the southwest end of the park. We find a 15-foot diameter circle of rocks, which surrounded the tree house. Canfield, born in New York in 1819, was one of the earliest settlers to arrive in the area. He came from Madison in 1842 after following his way by marked trees. After living in a dry goods box for six weeks,

Canfield and his wife settled in a log cabin near the park. He worked as a civil engineer, being Sauk County's surveyor for many years, and he was the local historian having written an early history of Sauk County.

Canfield was a guiding force in the formation of the "Old Settler's Association." He bought three acres southwest of the lake and built a log cabin assembly hall and a tree house where he lived for certain periods. The tree house floors were supported by timbers attached to the trees. It stood about 30 feet high. The state acquired the land and now all that remains to remind us of the presence of one of Sauk County's earliest and most colorful characters is the circular rock foundation of the old tree house.

**Cottages and hotels – you're kidding!**

As we walk along the roadside, we pass a stone pillar with "Wildwood" marked on it. Dave mentions that when he was young, this site was a large summer house, one of many summer residences and cottages that dotted the lake and surrounding areas both before and during the early years of the park. While four cottages remain, there once were nearly 100 located within the park's boundaries. Most of the cottages were removed by the late 1960s.

Since we were so close to the location of Messenger Hotel, I thought that Kathy and Dave might like to see where the Messenger barn once stood along Messenger Creek southwest of the lake. This is one of the few visible remnants of the "Grand Old Hotel Era" of Devil's Lake.

The lake's beauty, which includes imposing 500-foot bluffs on three sides, made it a popular destination for tourists seeking an escape from city life in the late 1800s and early 1900s. Four hotels sprang up along the shores of Devil's Lake to provide a "place where tired brain workers may rest and get strong."

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The Minniwauken House, later known as the Cliff House, was the first to be built in 1866 at the northeast corner of Devil's Lake, catering to the genteel. Three hotels, the Kirkland, Lake View and the Messenger, were built on the south shore to provide more modest but comfortable accommodations.

A letter from a former cottage resident in the area describes the Messenger Hotel as "built flat on ground with a porch around, two stories, bedrooms and a parlor on the ground floor. It had a lawn where people sat, played horseshoes, lawn tennis and croquet." Rates were \$1.50 a day or \$7 to \$8 a week.

The Messenger Hotel was sold to the state in 1910 and was used for a short time as a residence for the first park manager. In 1920, it became the site for the University of Wisconsin summer survey camp. As we walked about the site, we could find the foundations of the Messenger barn which became the camp's classroom and mess hall, and we discovered several concrete slabs marking the trailers for instructors and other odds and ends of the surveying camp, which closed in 1956. Today, vegetation has reclaimed the site where hundreds of young men were trained as future engineers.

### **A posh park project goes kaput**

Kathy and Dave had to leave so, being reluctant to return to office work and keeping the upcoming snow in mind, I decide to head up the West Bluff Trail to find the remnants of what could have prevented a state park here: The Palisade Park project. Ken Lange, former Devil's Lake naturalist, once wrote that, "Devil's Lake would most likely be another private resort development, probably like Wisconsin Dells" had this project succeeded.

Palisade Park was Arthur Ziemer's brainchild in 1893 when all the land around the lake was privately owned. Ziemer was on a geology class trip to Devil's Lake when he envisioned

the possibilities for commercial development. The idea came from similar projects along the Hudson River in New York. After acquiring 90 acres in the summer of 1894, the area was plotted for over 200 lots, a road was built and a tower 85 feet high was constructed from which, "the dome of the capital building at Madison can be seen." Ziemer's cottage was built on the choicest lot overlooking the lake and several cottages were completed.

One could say that fate intervened when Ziemer died in 1895 of typhoid fever reportedly from drinking water from a nearby spring. The word was out and the area that was to become "the most prominent resort in the northwest" quickly became a ghost town. Afterwards, local boys would climb to the site to play in the abandoned cottages.

Arriving at the former location of Palisade Park, only the trees seem to mark the location, showing the resiliency of nature. It wasn't too hard to find the remains of the observation tower: eight large rectangular stones arranged in a square. It was a little more difficult to find the concrete steps and the rubble of a chimney, which heated a double cottage. Nature has quickly reclaimed the land as its own. I'm thankful that today,

Devil's Lake is a land for all people and not just a rich person's paradise.

### **The glacier got its way**

I stop for a break at one of the memorial benches that overlooks the lake. The cold December temperatures make the rest brief but the sun is shining and the lake commands a stunning view. It's hard to imagine that over 20,000 years ago, before the coming of the last glacier, I wouldn't have been seeing a lake but an ancient river coming from the north and taking a sharp bend to the southeast where the south beach is now located. And I wouldn't be looking 500 feet down to the

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water, but rather nearly 1,000 feet into a rather impressive canyon.

But 12,000 years ago, the Wisconsin glacier reached its maximum height. It came from the northeast creating a terminal moraine that blocked the north entrance of the river. It couldn't span the east bluffs so it wrapped itself around the back of the east bluffs coming in from the southeast leaving another terminal moraine to plug the river there.

The cold weather makes it hard to imagine swimming the lake as I had many times this past summer training for an open water swim: 1.4 miles across and back again. But the lake has been tackled by many a distance swimmer. Friendly competition between the visitors of the Kirkland and the Messenger shores in the early 1900s involved seeing which patrons could swim across the southern end of the lake the fastest. One long-time park volunteer and former cottage resident reminisced to me earlier this year that, "one summer a good looking young man with an Irish brogue impressed us young girls by swimming all four corners of the lake in one shot!"

### **Upper and lower worlds collide**

I make it back to the nature center ready to get some work done. The phone rings again. A college professor returns my call for information regarding the Native Americans who built the mounds in the park and surrounding areas. He gives me some information and references on Devil's Lake mounds.

Native Americans have been at the park since the glaciers receded over 10,000 years ago. The Ho-Chunk name for the lake is Tawacunchukdah or Sacred Lake, which may have been mistaken for an evil connotation and translated as Devil's Lake. The Ho-Chunks maintain that the bluffs were created during a fierce battle between the thunderbirds and the water spirits. Mound locations seem to confirm this belief. A

150-foot bird mound on the southeastern shore of the lake represents the upper world. Bear and panther mounds on the north end of the lake, represent the opposing lower world.

### **Quarry stories**

By now, it is late afternoon and my hope of completing desk work vanishes as the sun wanes on the western horizon. I decide to try to find one more location: the site of the quarry workers' homes on the southeast end of the park. A quarry originally existed on the north end of the east bluff from 1906 until it was ousted to outside park boundaries on the southeast end in 1922. I vaguely remember hiking the East Bluff Trail on my first camping trip to Devil's Lake as a child in 1965 and hearing quarry blasting booms in that area.

Once, a park volunteer told me stories of growing up in the quarry workers' homes. Her grandfather and father both worked at the quarry. One of my favorite stories was about a blasting that surprised one family when a huge boulder crashed through their living room window! The quarry closed in 1967 when the park expanded its eastern boundaries, but remains of the quarry activities can still be found. I get into my car and drive along South Shore Road to an abandoned gated road in the former quarry area. The leafless trees and leaf littered ground make the walk pleasant. "Stick season" is what the Vermonters call the season of late fall and I really enjoy hiking during this time of the year. Perhaps it's because I can see the relief of the land so much better and get a good feeling for the terrain.

Fallen trees sidetrack me, allowing me to find the remains of the railroad spur to the quarry. Getting back on the old road, I find signs of the dump: bottles, tires and rusted cans. Finally, I locate a house foundation, then another and several more as the road circles around a neighborhood. BINGO!



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Mission accomplished! And just in time as the sun sinks behind the bluffs and the light becomes more muted.

I briskly walk back to my car enjoying the quiet and solitude of the moment. I reach my car and just as I am about to get in, I glance down to find a rusty mailbox on the ground. It is a poignant reminder of the people who lived and visited here, and of the stories they have told and will continue to tell of this enchanting place known as Devil's Lake.

**100 years in 360 minutes**

Driving home along County Highway DL, part of the northern boundary of the park, I pass the area called Steinke Basin. While it doesn't have the breathtaking view of the bluff and lake area, it nonetheless is one of my favorite parts of the park. Maybe it's because I cross-country ski here almost daily in the winter; maybe it's because so many signs of the last glacier: erratic's, kettle ponds and terminal moraines to name a few, can be found here. Maybe it is because of the stories I have heard and read of the farmers of this area: the Johnson's, the Marquardt's, the McIntyre's, simple people making an honest living who have lived here for generations. Whatever the reason, the warm, red glow of the nearly setting sun further endears this area to me.

I think to myself how in about 360 minutes, I have gone through more than 100 years of history of Wisconsin's most visited state park, Devil's Lake. This year I invite you to take time to experience the park, participate in its centennial activities and make your contribution to 100 years and more of stories!

**About Section OOO  
Garvin Kowalke "Hometown Pilot"**

**It is important to note that the following was copied from Wikipedia and is from the book "The Hero Next Door" written by Kristin Gilpatrick Halverson and published by Badger Books Inc. of Oregon, Wisconsin. This book is highly recommended for very interesting reading.**

**Garvin R. Kowalke** had flown through many harrowing flights from April through July of 1945 including an ocean crash and rescue, his heroics during which earned him the Distinguished Flying Cross. But none proved as important as two non-bombing, support flights he piloted in August of 1945. On Aug. 4 of that month, Kowalke piloted a B-29 he had named "*The City of Baraboo*"...so named after his hometown...on a secret weather reconnaissance flight. His assignment? To determine if conditions were right, and to obtain wind direction and velocity and temperature, for an Aug. 6 atomic bombing of Hiroshima. On Aug. 9, The City of Baraboo flew a secret mission again, this time to conduct radiation level tests over Hiroshima. Two days before the "*Enola Gay*" dropped its single bomb on Hiroshima, the "*City of Baraboo*" was equipped with special equipment for determining weather information and a meteorologist was also assigned to collect the weather data. The history changing flight took just under 20 hours as Kowalke guided "*The City of Baraboo*" through a rather uneventful run from the jungle air strip in Guam, across regions of China and Manchuria, over Iwo Jima and to Hiroshima and back. Though Kowalke knew somewhat about why they were testing weather conditions that day, he believes his crew was sure it was just another weather reconnaissance mission. "We did do weather reconnaissance

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flights before the one for **Hiroshima**. We crossed Japan up to Manchuria to check wind direction, temperature and speed so the bombardiers would have that information on the bombing runs." This time such weather information, especially wind speed and direction would be critical to getting the atomic bomb on target. And, to getting it dropped before the fast approaching Pacific monsoon season hit. "Our mission came just in time, it turns out, as the weather deteriorated quickly in August and we remained grounded for several days in September." The real reason for The City of Baraboo's radiation testing mission Aug. 9 proved more difficult to disguise for the crew not privy to the top-secret information. "As aircraft commander, I was the only one aware of what we were doing, but the whole crew was like 'what's going on?' because our plane had all this different equipment besides the regular weather stuff on it. We looked like a flying porcupine." Different indeed, as the porcupine-like equipment was necessary to measure the radiation levels in the city, assess the damage and determine how safe it was for American troops to enter. A special technician was also assigned to take readings and Kowalke was instructed to fly over Japan at various altitudes to determine safe radiation levels for planning future missions. How safe the radiation was for "*The City of Baraboo*" crew flying in to test it was of seemingly little concern. The crew wore no protective clothing to guard them from possible radiation exposure. "On that mission, if the level of radio-activity reached a certain point, we were to climb. If it reached yet another point, we were to immediately turn around and go back. The aircraft was completely equipped with radiation instruments and we had all these extra professionals aboard to read it and give me the go ahead to get out of there fast if it was too high. But according to them we were never in danger." The readings indicated all was safe enough to stay in

the area and Kowalke got a bird's eye view of the destruction. "We flew across at 25,000 to 35,000 feet and I saw it out my right wing first. It wasn't much different than a massive fire bomb raid. The city was blackened and looked like it was hit by a massive fire bombing run, but it was gone, completely gone." From his altitude Kowalke and crew "thankfully saw little true detail" of atomic destruction, although they saw enough to know that this one bomb would end the war, he says. As he looked at the destruction, Kowalke says he was hit with a sobering thought: "What was impressive was that when you'd look at the devastation you knew it would have taken 300 fire bombers one night to do that kind of damage. We thought if they can do all that with one aircraft, one mission, one bomb. That's the best cotten' pickin' mission they could run. This war is over. The thing was the radiation and what it did to the people and that's hard. "When that atomic bomb hit, and the one hit Nagasaki later, that gave the Japanese Emperor a way to end the war and save face. That saved thousands of our lives, probably my life." And, it meant that the one-time farmer could soon return home to his wife of five years Roberta, and the hometown he loved. "I often get asked 'why did I name my plane "*The City of Baraboo*"?' Well, I wanted to name my plane and I couldn't very well name her 'Butch.' And, I'm a homebody and that was my home city and I'm proud of it. I wanted everyone to know about my hometown. That's just how I always felt. And I'm as proud of that plane as I am of the hometown I named her after. She was one great bird!"

### CONTINUED SERVICE

With the war over, Kowalke could return home to the town he loved. But, he didn't stay long. Kowalke stayed in Amy Air Corps, and later the Air Force, for 28 distinguished years, flying through three wars and earning the Distinguished Flying Cross, four Air Medals and the Purple Heart. He was

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also awarded the General Foulois Award for flight safety and Air Force Commendation Medal in addition to his many theater ribbons and other honors. After W.W. II he went into the reserves but couldn't stay out of the cockpit and so re-applied for active duty in time to serve in the Korean War as a B-29 and B-57 pilot and instructor, stationed on Johnson Air Force Base, Japan. He moved his family back to Wisconsin in 1968 and remained in the service through the first years of **Viet Nam**, where he flew 12 missions with the Snoopy Squadron in DaNang, as a flight examiner for the forward air control squadron. Kowalke was promoted to Lieutenant Colonel and assigned to Air Force Intelligence until his retirement in 1970. After retirement, Kowalke, his wife and two children returned to Baraboo where Kowalke served his hometown as the Sauk County Director for the Wisconsin Emergency Management Agency. He held the post until 1985 when Roberta's health necessitated a move to San Antonio, Texas, for special medical treatment. They returned to Baraboo in 1987 when those treatments failed; **Roberta Kowalke** died in 1989. For all his war flying heroics and community service accolades, the adoptions of his children, a son and daughter, remain the greatest moments of his life, Kowalke beams. Kowalke's strongest sense of duty was then, and remains, to his family and country. He wittingly sacrificed much for both a hometown boy fighting for a love to come home to. [Read more about Garvin Kowalke including his ocean rescue and many of "The City of Baraboo" crew and his subsequent 15 combat missions as pilot of "The City of Baraboo".](#)

Garvin R. Kowalke, age 90 of Baraboo, died April 17, 2011 (Palm Sunday) at the William S. Middleton Memorial Veteran's Hospital in Madison.

He was the son of **Reinhold and Mary (Kamensky) Kowalke**. Garvin was born June 5, 1920 on a farm near North Freedom. In 1940, he married **Roberta Harpold** who preceded him in death on Jan. 17, 1989.

Garvin enlisted in the Army Air Corps in 1942 and later in the U.S. Air Force, serving our country for 28 distinguished years. He flew through three wars and earned the Distinguished Flying Cross, four Air Medals and the Purple Heart. He achieved the rank of Lt. Colonel in the U.S. Air Force before retiring in 1970. He is among the men whose service in World War II is chronicled in the book, "The Hero Next Door." He was a lifetime member of the American Legion. His career took him and his family to numerous locations throughout the world, including Texas, Japan, Maryland, Hawaii, and Virginia.

After retiring from the military, Garvin and his family settled in Baraboo, where he served as the Sauk County director for the Wisconsin Emergency Management Agency (now Civil Defense) for 15 years, retiring in 1985.

A deeply spiritual man, Garvin was inspired by the beauty and magnificence of nature. He had a strong love of poetry. He enjoyed writing, singing, fishing and golfing. As he aged, Garvin found contentment in the love and support of gatherings with family and friends.

He is survived by his son, **Kraig Kowalke** (partner **Tom Goodwyn**) of Madison; his daughter, **Kimberly (Tim) Williams** and granddaughters, **Emily and Tess Kowalke** of Leesburg, Va.; his sister, **Marilyn Pistel** of New Braunfels, Texas; and his brother, **J. R. Kowalke** (Arthea) of Grand Rapids, Mich.; and many nieces, nephews and cousins.

In addition to his parents and wife, Garvin was preceded in death by his brother **Harold Kowalke (Elatha)**, sister **Marena (Glenn) Hanson**, and brother-in-law **Les Pistel**.

Order "The Hero Next Door (tm): Stories from Wisconsin's World War II Veterans." The Hero Next Door" P.O. Box 6132 Monona, WI 53716 gilpatrick@homestead.com

### **Ben Bromley's Interview of Kowalke**

Ben Bromley, reporting for the Baraboo News Republic interviewed Kowalke in 2007. Kowalke was 87 years old at the time and was living at Mueller Memorial Terrace.

"It wasn't a sense of duty, or even the instinct of self-preservation, that spurred Garvin Kowalke to cut himself loose and swim.

His B-29 had crashed into the Pacific between Iwo Jima and Guam after an engine failure, and water was rushing into the cockpit. Kowalke was struck with a coffee container during the crash, dislocating his jaw. More ominously, as he slipped through a window, he found his flight boots were preventing him from surfacing.

He was resigning himself to the prospect of an easy, painless death by drowning when he saw a vision. It was of his wife Roberta. Kowalke felt as though he could have reached out and touched her. He cut off his boots and swam towards her, to the surface, fighting not so much for his life but for his love. He retrieved a life raft and helped save several crewmates who later were rescued by a destroyer. It was May 1945.

"She's looking down there and she's calling:" Kowalke said. "That suddenly gave me a tremendous amount of incentive to keep going, to get back with her."

This was one of several near-death experiences Kowalke encountered during a 30-year military career punctuated by his key role--and that of his plane, the City of Baraboo--in the Hiroshima bombing.

Other close scrapes included a near collision with Mt. Fuji, an unplanned loop over Tokyo Bay at 1500 feet and a near

ocean crash averted when Kowalke, awakened by a feeling of uneasiness, stepped in for a co-pilot who had fallen asleep at the controls and steered the plane to safety.

Every other cotton-pickin' mission had something interesting," he said. "To fly that airplane takes the most and the best of anyone."

Kowalke's greatest adventure occurred on August 4, 1945, when he piloted the City of Baraboo on a secret weather reconnaissance mission to determine whether conditions were right to drop an atomic bomb on Hiroshima. The tale was included in "The Hero Next Door," a book about World War II veterans written by former Baraboo News Republic staffer Kristin Gilpatrick.

During the nearly 20-hour mission, the crew gauged wind direction, velocity and temperature. Two days later, an A-bomb dropped from the Enola Gay. On August 9, the City of Baraboo again flew over Hiroshima this time to survey the destruction and determine whether radiation levels were safe enough to allow for American troops' arrival.

Even at 25,000 to 30,000 feet, the sight of the devastation was sobering. Hiroshima was completely destroyed," he said. "There was nothing there but ashes: Burned out."

Decades later, Kowalke has come to question the wisdom of war. He says dropping the a-bomb saved lives on both sides because it ended the war. But...he knows that innocents were killed even when U.S. forces targeted military factories. He found it frightening to see one bomb level an entire city. "If they're going to call anyone terrorist, they're going to call us a terrorist for those kinds of attacks." He said. "there's a lot to think about what we're doing and how we're doing it."

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**Sense of Duty**

Kowalke continued to serve in the Army Air Corps, and later the Air Force, logging 28 years. He served as a pilot and flight instructor during the Korea War and later flew 12 missions during the Vietnam conflict. After earning the Distinguished Flying Cross, the Purple Heart, the Silver Star and the Air Force Commendation Medal, he retired in 1970 as a lieutenant Colonel.

"The main thing is you are doing your job," he said. "You never look back. You keep pushing.

His sense of duty was in place well before the attack on Pearl harbor moved him to enlist. As a teenager, the North Freedom native dropped out of high school to help on the family farm.

When his older brother Harold returned to help on the farm, Kowalke and Roberta, who had been married for a year and a half, moved to Baraboo. He took a job at the badger Ammunition Plant, and in 1942, as the war continued to escalate, he enlisted. "I wanted to be a pilot, but I did not have the brains for the exam," Kowalke said.

He later passed the test with help from a friend who tutored him in geometry, but in the meantime signed up for the Army Air Corps and became a mechanic. He moved up through the ranks, eventually becoming a crew chief on P-38s and a pilot flying B-29s.

"I remember the day I enlisted, and I didn't forget a day since then," he said.

After retiring from the Air Force, he became Sauk County's emergency management director, fostering a coordinated string of emergency response units across the county. He held that job for 15 years before retiring for good. Now 87, Kowalke enjoys monitoring current events from his apartment at Mueller Memorial Terrace.

He lost Roberta in 1989, but continued to enjoy his children Kraig and Kimberly, as well as his two grandchildren. Roberta's ashes rest in an urn in his apartment. When he dies, he plans to be cremated and have his ashes placed in an urn next to hers. Perhaps on his last day, he will again face death and rise to meet his beloved. "Roberta and I were very, very, very close," Kowalke said. "We'll be together for the rest of life, so to speak."

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The Baraboo News Republic, dated Feb. 16, 2017, carries an article about Kowalke which was compiled by an interview in 2005 by Bill Schuette and Peter Shrake.

<p><b>About Section S Parks of Baraboo</b></p>
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**Myron Park**

The February 2, 2017 issue of the Baraboo News Republic reported that Baraboo art boosters were looking for an artist to create a sculpture garden in **Myron Park**. Under a proposal advanced by city leaders, the park would become home to stone sculptures. This represented the latest effort of the Baraboo Public Arts Association, which has installed murals, painted fire hydrants and placed decorative bike racks downtown.

**Wednesday, August 30, 2017**

**Baraboo News Republic...By Ben Bromley**

On August 25, 2017, artist **Will Turnbull** unveiled a foam cast of an elephant sculpture planned for Myron Park for which the city agreed to pay Turnbull \$4,000. It will be filled with rocks donated by D.L. Gasser Construction.

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While in Baraboo, Turnbull met Margaret Martiny, who was in town for her 70th Baraboo High School class reunion, with daughter Barbara Daily, and wanted to visit the park named for her husband, Myron "Mike" Martiny.

The Martiny family donated the park land to the city decades ago. The family contributed \$1,000 to the sculpture project Friday. The money will be used to adorn the sculpture — a steel elephant skeleton filled with rocks — with glassy jewels.

Her grandfather **George Martiny** built the **Victory Heights** subdivision in 1942 to create starter homes for soldiers once they returned from World War II. He donated a narrow strip of land along South Boulevard to the city to be used as a park.

### **Baraboo Zoo...Otter Exhibit**

The Baraboo News Republic reported on March 15, 2017 that construction of the Otter Exhibit, which has stalled due to bids coming in at three times the anticipated amount, was given new life when Friede and Associates out of Reedsburg offered to do a project review for free. Friede had constructed two exhibits at the zoo.

In a May 10, 2017 issue of the Baraboo News Republic, Ben Bromley reported that Friede has prepared an exhibit design and that city attorney would draw up a contract for the council to consider.

### **Friday, August 11, 2017**

#### **Baraboo News Republic...by Ben Bromley**

A Reedsburg firm will build a long-awaited river otter exhibit at the Ochsner Park Zoo.

On Tuesday, the Baraboo City Council voted unanimously to approve a \$600,000 contract with Friede &

Associates to design and build the exhibit. The nonprofit Friends of the Baraboo Zoo group has been raising money for the new amenity for five years. It will pay Friede and donate the exhibit to the city when it's complete.

"The city will ultimately be the beneficiary, but we aren't party to the contract," said City Attorney Emily Truman. The council's finance committee had recommended approving the contract earlier Tuesday evening. The Parks Commission gave its blessing in March.

Parks Director Mike Hardy said the time to act is now. Construction costs rise every year, and prospective donors have said they want to see progress before committing.

"I think it's a good idea because it'll help get more contributions," said Alderman Tom Kolb.

The Friends group will pay Friede about \$350,000 to design the exhibit and complete the first phase of construction. The second and third phases will cost about \$250,000 combined.

Hardy said he requested a phased approach because it may take the Friends another five years to complete fundraising. The exhibit will be built to accommodate other animals – perhaps foxes, raccoons or snow leopards – in the meantime. The aquatic portion of the project would be installed last.

"I think it's a good time to get it moving," said Alderman Dennis Thurow.

Friede previously built the zoo's bear exhibit in 2004 and lynx exhibit in 2012. Zoo boosters turned to Friede earlier this year after getting only one bid on the project, which came in at more than twice the Friends' budget.

"I was very impressed with the work they did," Hardy said. "I think it's a good partnership."

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### **Snowy Owls Arrive**

In March of 2017, Ben Bromley reported in the Baraboo News Republic the following.

If two snowy owls ever want to know which individuals are responsible for bringing them to Baraboo's zoo, there will be no short answer to their question, "Whooooooo?"

The answer starts with Jerry and Linda Bethke, bird rehabilitators who nursed Aurora and Boris to health.

It continues with the national Fish and Wildlife Service, which quickly granted the Bethkes approval to donate their birds to the Ochsner Park Zoo. Don't forget the Greater Sauk County Community Foundation, whose James Irwin Fund supported renovation of exhibit space for the owls.

The answer ends with zookeeper Tori Spinoso and her staff, who spent three weeks transforming a bobcat exhibit into the snowy owls' new home, which was unveiled Sunday to dozens of visitors.

"Snowy owls are something we've been looking to get for several years," Parks Director Mike Hardy said. "Tori and her crew did a really good job here."

The Bethkes took in Aurora in 2013, and Boris a year later. They ran Soaring Eagle Wildlife Rehabilitation from their Prairie du Sac home until health issues got in the way recently. Health issues also afflicted both owls – Aurora had eye damage, Boris a broken wing – and prevented them from being returned to the wild.

"We're very happy we could place the two SNOWYS here," Linda Bethke said. Her husband said zoo staff and Dr. Joe Kelley of Sauk Prairie Small Animal Hospital will provide excellent care. "They're going to be in good hands," Jerry Bethke said.

### **Maxwell-Potter Conservancy**

**Saturday, April 29, 2107**

Baraboo's Arbor Day & International Migratory Bird Day  
Events

By Ben Bromley, Baraboo News Republic

A nature conservancy has taken root on Baraboo's south side, and it'll be blooming before you know it.

The Maxwell-Potter Conservancy off Mill Race Drive played host to a series of events Saturday tied to Arbor Day and International Migratory Bird Day. The gathering honored Baraboo's membership in the Tree City, USA and Bird City Wisconsin programs, as well as the ongoing development of the conservancy.

"We have a lot to celebrate today," Mayor Mike Palm said. Representatives of the city's Parks Department, International Crane Foundation, Flyways Waterfowl Experience and Baraboo Range Preservation Association supported activities ranging from nature hikes to tree planting to a presentation about the emerald ash borer.

Parks Director Mike Hardy noted 30 trees were planted this spring at the conservancy, and posts already in the ground soon will bear interpretive displays. The city is applying for a state grant to build a foot bridge for the nearby Riverwalk, and a canoe and kayak launch is set to be built adjacent to the conservancy's park shelter.

"Welcome to one of the best-kept secrets in Baraboo," Palm said in his introductory remarks. "I don't think it's going to be a secret much longer."

Grant money and volunteer labor have helped create an arboretum next to the city dog park, which lies within the conservancy. Baraboo Range Preservation Association Executive Director Todd Persche led a bird-watching hike

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Saturday, spotting red-wing blackbirds and calling attention to the chirps of yellow warblers.

"There's more of us working on this than you know," Persche said.

Volunteers are working to rid the arboretum of invasive species, such as garlic mustard, while fostering the growth of newly planted trees. Pointing out a rusted-out trailer just feet from a paved walking path, Persche said much work remains. The arboretum can offer migratory birds a stopover spot. When they come, bird watchers will follow. "Every week you're going to get more and more in here," Persche said. "You just want to build that buzz, get people out here."

Those planning the conservancy's future foresee adding trails and eradicating invasives to open scenic vistas. "The opportunities in here are endless," Persche said. "It's going to be a beautiful place."

Parks Commission President Greg Wise said there will be a learning curve, as the conservancy is a new type of project for the city. "We're used to doing ballfields and swing sets. We've got to figure it out," he said.

The mayor noted the conservancy, which lies along the Baraboo River, will play a role in making the riverfront a haven for lovers of the outdoors. A consortium of local government agencies and a new nonprofit—Friends Baraboo River – are working to place a new boat launch in North Freedom and commission a fish habitat study.

Palm said boosters will tackle riverfront projects one at a time, as budgets allow. "It's got to be these little steps that we take," Palm said.

Striding between a butterfly garden and a playground, Persche asked visitors for patience. "These things take time to build," he said.

### **Recording Studio Suggested**

In June of 2017, a garage slated for demolition at the Maxwell-Potter Conservancy would become a recording studio under a plan advanced by Baraboo musicians which won preliminary support from the Parks Commission.

"Several local musicians spoke in support of a proposal to transform a 1939 garage adjacent to a former city pumping station on Mill Race Drive into rehearsal and recording space. **J.P. Roney** has offered to renovate the structure at his own cost – supported in part by grants and donations – provided the city leases the building to his nonprofit.

Roney established a nonprofit, **Secret Circus**, with plans to present a free music festival in August of 2017. Roney hopes the community will show its thanks by providing space for musicians to perform. If the community can provide affordable venues like the riverside garage, Roney foresees regional acts putting on shows on their way to other gigs.

Parks Commissioners said they'd like to see the building preserved, and embraced the musicians' proposal as a potentially dynamic addition to the surrounding Maxwell-Potter Conservancy now under development.

Under the plan presented, the building would serve not only as a recording studio and rehearsal space, but as a venue for acoustic concerts and other community events.