

On Egg Harbor Ice



By
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Bill Bertschinger
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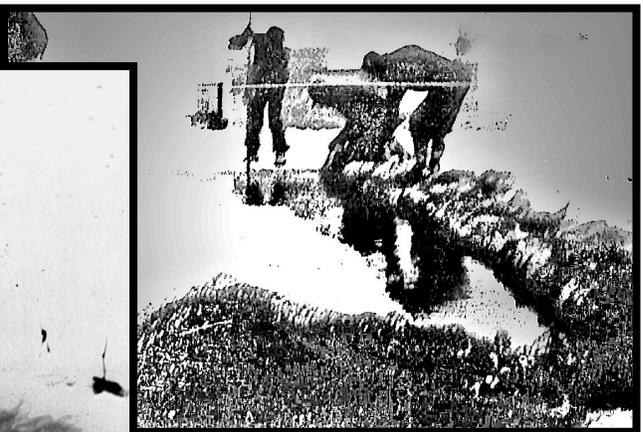
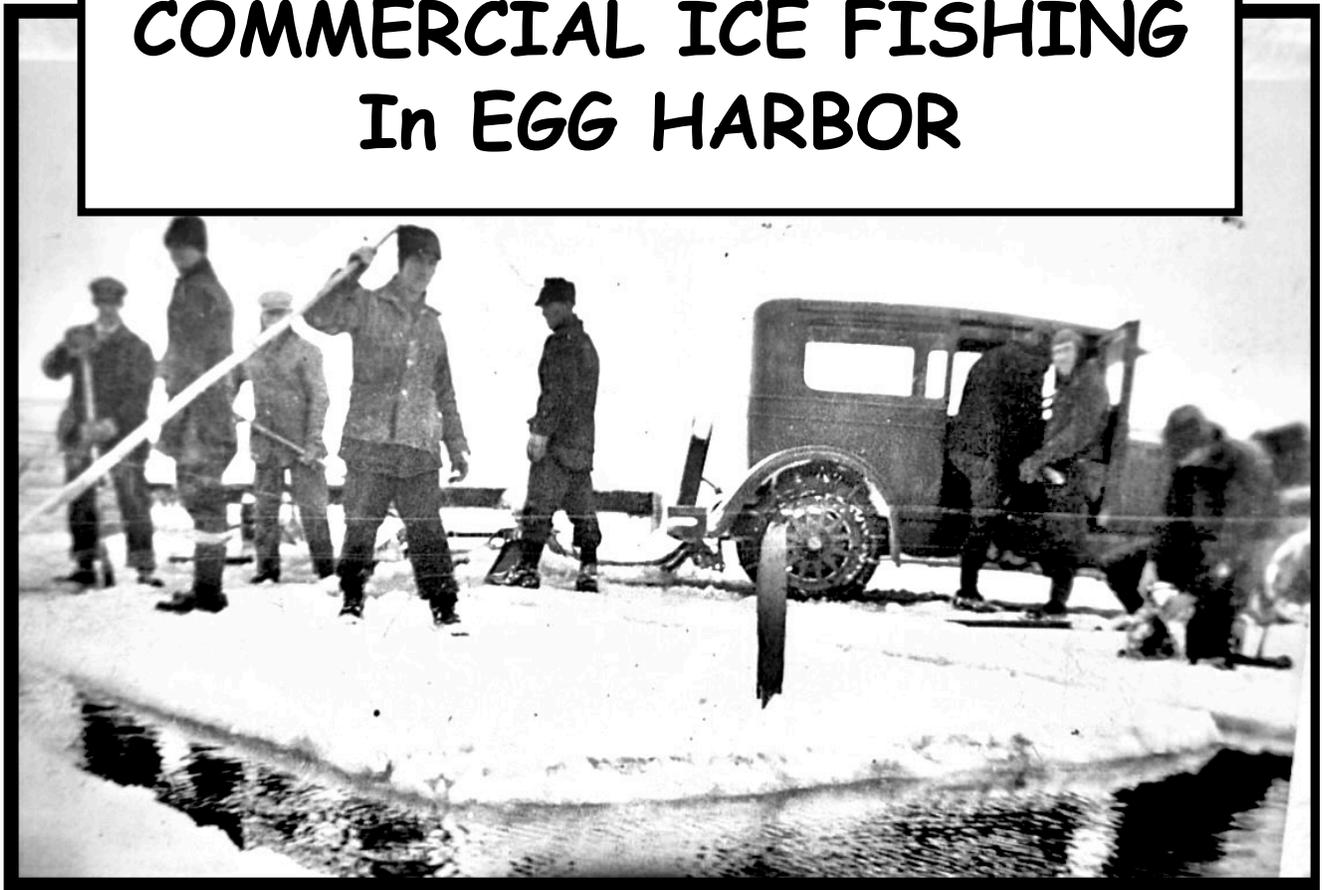
Giz Herbst

2021

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Chapter 1
**THE HISTORY OF
COMMERCIAL ICE FISHING
In EGG HARBOR**



By
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2022

THE HISTORY OF COMMERCIAL FISHING in EGG HARBOR

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The information presented here is from a number of sources including the Door County Library's Newspaper archives, Door County Almanac Number 3 and Number 5, The Stephensen Public Library in Marinette, the Marinette County Historical Society, the Port Wing Wis. Historical Society, The Wisconsin Historical Society, the Door County Maritime Museum and conversations with fourth generation commercial fisherman Mark Weborg of Gills Rock and personal recollections.

FISHING POPULAR IN EGG HARBOR ERA BEFORE 1900

1927-10-14 Door County Advocate. EGG HARBOR: Some few years previous to 1900 and for several years after, many fishing gangs were operated out of Egg Harbor. The main catch those years were herring which were put up in large numbers by the Lemere Brothers, The Kinsey Brothers, The Maple Brothers and many others who would go into the fishing business for a short time and retire for the reason that fishing is like anything else – you must spend much time studying the business to be able to make anything at it.

After these years of fishing came a lull in the industry. Practically all of the fishermen withdrawing from the business with the exception of Phillip and Frank Lemere who turned their energies toward fishing for trout about one-half of their time. For the past eight or ten years since the death of Frank Lemere, Phillip and his son “Bub” have been operating in the fall for trout with some winter fishing through the ice.

At the present time besides the Lemere fishermen, Henry and Albert Meyer operate two or three pound nets for trout and Walter Smith and sons operate a large gang of gill nets.

The winter fishing through the ice the past few years has been on quite an extensive scale.

In 1927, the Door County News reported that the fishing industry was one of the biggest revenue producers in the entire county with over 500 persons engaged in fishing. There are records of fishing on Washington Island as early as 1860 and at the time of the forementioned article there were families and individuals working out of the Island and Gills Rock, Ellison Bay, Sister Bay, Ephraim, Fish Creek, Egg Harbor, Sturgeon Bay and Little Sturgeon fishing on Green Bay waters; and from Rowley’s Bay, Bailey’s Harbor, Jacksonport and Lily Bay/Whitefish Bay on Lake Michigan.

The following newspaper articles tell us much about the activity in Egg Harbor with some of the earliest notes coming from Horse Shoe Bay (Cooperstown) a then busy little community of

stores, a school and people logging, fishing and harvesting bay ice during winter months. (See Chapter 2's manuscript on Commercial Ice Fishing In Town Of Egg Harbor At Horseshoe Bay)

Gideon/Jerry LeMere and his sons Amos, Jerry Junior, Frank and Phillip began fishing in the late 1800s and Phillip continued at some level until his retirement in 1953. Many of those years involved fishing pound (pond) nets for trout and whitefish during the time of open water and gill nets through the ice for herring during the winter months. Their fish shed and dock was located about one half mile north of the present marina between what is now 7907 and 7909 White Cliff Road. In the early years the open water catch was cleaned, heavily salted placed in wooden barrels and shipped by boat (*schooner, then steamboat*) to markets in Milwaukee and Chicago. The barrels were made at a cooper shop which was at the site of the present Harbor View Park about where the terrace and gazebo are now located. There were also two cooper shops at Fish Creek. Barrels were also shipped in by boat. Sale of the winter catch is covered in the section on markets for Egg Harbor fishermen.

By the time of trucking service to Green Bay and Chicago, fish were being shipped in wooden boxes instead of barrels. The source of the boxes for northern Door County fishermen was the Wester sawmill at Lily Bay operated by John Wester and his sons Ed and Ted. The family was also involved in commercial fishing and Ed operated a fish house. The 01-16-1931 Door County Advocate noted that John Wester of Lily Bay is kept busy making up fish packages. (*For more information on packages, see the section on markets*). It was likely at that time he started making fish boxes. The Door County Almanac Number three, 1986 quotes Ted Wester as saying he delivered fish boxes all over Door County from Gills Rock to Algoma.

FISHING IN THE NEWSPAPER

1890-02-21 Door County Independent. EGG HARBOR: Very little work has been done this year by the fishermen of this town owing to the ice being in such unsafe condition.

1894-06-09 Door County Democrat. The Lemere Brothers are doing very well at fishing, the highest catch being forty four packages.

1895-05-04 Door County Democrat. Jacksonport News: John and Conrad Grovogel Jr. have gone to Egg Harbor where they will be employed at fishing on their own hook during the coming season. Their father Conrad Sr. will continue business at this place. (*Grovogels were a prominent name in Jacksonport fishing for many years*) The Egg Harbor news states that fishermen along the bay are meeting with success since operations began. Vose and Maples succeeded in lifting some thirty packages on Tuesday.

1896-02-01 Advocate. Fishing Matters: One man whose name could not be learned caught 41 trout near Chambers Island with a hook and line on Monday. A great number of men and boys are engaged in this work between Egg Harbor and the Door.

1896-12-12 Door County Advocate. EGG HARBOR: Jerry Lemere and George Columb have returned from Cedar River where they have been engaged in fishing for several months past.

1900-12-22 Door County Advocate. Winter fishing is very much delayed by the continued open weather, it being quite impossible to do anything on Green Bay as long as the water remains unfrozen.

1903-02-14 Door County Democrat. EGG HARBOR: Five loads of herring were taken to A. Kalmbach of Sturgeon Bay Tuesday.

1905-09-23 The Advocate. John Bertschinger last week bought a 7 ½ Horsepower Straubel engine which he will install in the pound boat he recently acquired by purchasing the fishing rig of Al Kinsey. (*Note: Straubel engines were made in Green Bay*)

1905-10-28 The Advocate. "THE GREAT STORM. The Big Blow of Thursday Night Does Great Damage in County. FISHERMEN LOSE HEAVILY. Twine and Small Boats are Lost or Ruined – Dock Property Carried Away or Damaged". Much damage was done in the county by the storm of Thursday night of last week. The heaviest losers are the fishermen who have received a serious set-back as a result of their twines being destroyed, boats damaged, fish houses washed away and their docks ruined. (*Twines being nets*)

"THE LOSES AT EGG HARBOR". The old Thorp pier was totally wrecked. The warehouse was also destroyed. It was the property of Dr. Eames. The new pier was also damaged to the extent of having the north roadway washed out and the stone filling carried away from the edges at both the north and west sides and piled up in the middle of the structure.

The Lemere fish sheds and pound boats were totally wrecked. Also lost a quantity of salt and empties.

John Bertschinger lost two nets, saving a well-equipped pound-boat with a fine new Straubel gasoline engine.

Jos. Worachek lost a fish shed and has damaged nets and pound-boat left of what was formerly a very good outfit. (*It is not known where the shed was located but presumably was on the shore somewhere*).

All that is left in the harbor is the new stone crib pier and the warehouse. It was a very fortunate thing that the wharf withstood the onslaught of wind and seas, otherwise a great hardship

would have been imposed on the farmers and others who have cordwood banked for transfer over the structure. There would have been an interruption to the forward movement of farm produce. Repairs have since been made and a cargo of wood was shipped over it to Green Bay on Monday. On the day following the coastwise steamers again made their regular landings and since then everything has been working with its accustomed regularity. The losses may be summarized up thus: Dr. Eames, including cargo on the "Una" (*A schooner that was tied alongside of the Eames pier*), \$450; John Bertschinger, \$200; Jerry Lemere, \$600; and Jos. Worachek, \$450.

1906-02-24 Door County Democrat. EGG HARBOR NEWS: Frank Lemere took a fifteen hundred pound load of fish to Sturgeon Bay Saturday.

1907-02-09 Door County Democrat. EGG HARBOR: Paul Monica took a load of fish to Sturgeon Bay last Saturday and Monday. The catch seems to be good.

1907-07-18 Door County Advocate: EGG HARBOR: Stevens Brothers are the only fishermen operating out of this place they having a couple of gangs of nets, or more, of gill nets. The past season has been a very good one on the whole. Among those who fared well was Bertschinger and Company who cleaned up in the neighborhood of \$1,200 this spring. They have two gasoline boats and operate pound nets exclusively.

1907-10-12 Door County Democrat. "FISHERMEN NOW ORGANIZED ENTHUSIASTIC MEETING HELD AT EGG HARBOR. Will Cooperate In Action To Test Law Licensing Fishermen".

At a well attended and enthusiastic meeting held at John Bertschinger's hall, Egg Harbor, last Sunday afternoon, Door County fishermen organized an association for the protection of their mutual interests; their special purpose to work against the new license law which they unanimously denounce as unjust and uncalled for.

Steps were taken to cooperate with the fishermen throughout the Green Bay region in an attempt to have a test law brought under this act for the purpose of testing its legality.

John Bertschinger addressed the assemblage on the object of the gathering and stated the facts plainly and in well chosen words. Assemblyman Thos. Reynolds being present called upon to tell them what he knew about the new license law and said that there was no doubt in his mind that the new bill was introduced and passed by trickery and that it had never been before the committee on fish and game unless it was on one of two occasions when he was called away to serve on a committee that was lacking a quorum.

There were over fifty Door County fishermen in attendance including John Bertschinger and Frank, Phillip and Amos LeMere from Egg Harbor. The group expressed its intent to form the

Door County Fishermen's Association to among other objects raise a court test to the fish and game laws of Wisconsin, take whatever action may be necessary to protect their interests against unjust laws and to protect their mutual interests. The membership fee was set at \$2 and John Bertschinger was elected vice-president. *(Note: An interesting related letter to the newspaper by B. Larson, a Sister Bay fisherman compared licensing fishermen to pursue their livelihood to licensing farmers for sowing certain kinds of grain. The above are excerpts from the entire article. Their efforts were apparently unsuccessful as the newspaper article of 1909-02-13 Door County Democrat notes)*

1907-10-26 Door County Democrat. John Bertschinger of Egg Harbor was in the city on Wednesday enroute to Milwaukee. On his return Mr. Bertschinger will attend a meeting of fishermen at Green Bay.

1909-02-13 Door County Democrat. "NEW FISH LAWS Will Be Small License Fee". The new law will regulate fishing on Lakes Superior and Michigan and the waters of Green Bay.

A license and registry is required for any kind of boat used in fishing and no one is to set in the waters mentioned or to fish through the ice without first getting a license. (There were fees set for fishing boats depending on size. The fees for nets were as follows; \$1 per year for each pound net plus 10 cents per foot for depth of pot when net is set to a maximum – gill nets under ice \$8 a year. The law also set mesh sizes for gill nets but allowed use of "old" nets until 1910).

Fees for steam or gasoline boats 35 to 50 feet \$12, for boats less than 35 feet \$8 and for nets under the ice \$8 if not holding a boat license.

1909-07-08 The Advocate. Article states above law has been enacted but says local fishermen are pleased with at least one provision that makes any fish caught in a legal net legal fish and makes fishermen not responsible for what gets in his net.

1910-06-17 Door County Democrat. Article covers another shipment of fish on the steamer Bon Ami supporting use of boats as the major means of getting the summer/open water catch to market.

1911-01-06 Door County Democrat. EGG HARBOR: Joe Pichette is putting in a pond net this winter. Mr. Pichette expects that the fishing will be as good as it was last fall.

1911-03-10 Door County Democrat. Phillip Lemere, Leonard Kihl, Chas. Anderson and John Bertschinger went across the ice Tuesday with salt fish, the product being sold to parties in Menominee. Lemere brothers made a fine catch of herring Tuesday getting about 8,000 pounds. They took the catch to Menominee.

1912-08-15 Door County Advocate. Booth will close their station at Memominee, Michigan and are making preparations to haul their stock of salt, etc. to Green Bay.

1912-08-23 Door County Democrat. EGG HARBOR: Capt. Sarles has been engaged for some time freighting empty barrels here, he having a contract to deliver 500 or 600 at this point.

1912-10-25 Door County Democrat. Article covering a fisherman being cited for shipping illegal fish. One 198 pound barrel which was being shipped through Green Bay to Chicago contained the illegal fish. Included here to reaffirm use of barrels and shipment to the Chicago market.

1912-12-06 Door County Democrat. Several tons of fish have been taken to Booth Fisheries in Green Bay.

1913-01-03 Door County Democrat. EGG HARBOR: The ice coming into the harbor early in December, thus keeping the Lemere boys from getting out with their boat before they had their entire lot of nets pulled out, has caused a small amount of twine to be left on the stakes, something that rarely happens to the fishermen.

1914-05-29 Door County Democrat. Frank Lemere of Egg Harbor was fined \$300 for not complying with regulations for gasoline boats.

1914-10-16 Door County Democrat. EGG HARBOR: Lemere Brothers of this place and Anderson Brothers of Horse Shoe Bay are getting good lifts, especially of trout. Myron Stevens of Juddville who is fishing just north of here is also getting good lifts.

1914-12-18 Door County Democrat. Phillip and Frank Lemere have done well fishing this Fall. The boys expect to clean the sum of one thousand dollars.

1915-01-22 Door County Democrat. EGG HARBOR : Crossing of the ice did not begin from this place until Tuesday of this week when Charles Anderson and Jas. Wilson went across. Mr. Anderson took a load of frozen fish for Lemere brothers. Leonard Kihl and Jerry Lemere (jr.) accompanied them. *(Note: Crossing the ice to Marinette/Menominee was very common for both freight and people. There are articles telling of people crossing to attend a movie and then returning the same evening,)*

1915-08-04 Door County News. The Booth Fisheries Company closed their branch office here on Saturday. There are many residents here that are connected with that industry and means much to them to have the local branch closed.

1919-06-05 Door County News article tells of three Little Sturgeon fishermen fined by Warden Jeske for not having the proper license tags on their nets and stated that "it is hoped that the

others who are trying to "put one over " on the game warden and the state will profit by this example of the three offenders of last week."

1919-12-05 Door County Advocate. *(Points out the risks fishermen faced on Green Bay waters).* "FISHERMEN HIT AGAIN. Unexpected Freezeup Causes Another Big Loss For Green Bay Fishermen." Fishermen seem to be getting just one knock after another this fall. With gales and early freeze up loss to fishermen is very heavy losing their regular lifts as well as their nets.

1922-03-30 Door County News. As a result of investigations this past week it has been discovered that 50 percent of fishermen using gill nets on the ice of Green Bay are without a license. This mainly shows neglect rather than intent to avoid the law. *(Note: The license fee was \$1.00 for every 1,000 lineal feet of nets).*

1922-03-31 Door County Advocate. "FOUND AFTER EIGHT YEARS. Pocketbook Containing \$47.75 Lost In 1914 Is Found In Hotel Partition". In 1914 Mr. and Mrs. Frank LeMere, Egg Harbor, were in Sturgeon Bay and stopped at the National Hotel, owned and run at that time by Jos. Schlise. While there Mrs. LeMere lost her pocketbook and was unable to find it. This week while Frank Sauger, town treasurer of Egg Harbor was in the city, Ralph DesEnfants, proprietor of the National Hotel, handed the pocketbook lost eight years ago to Mr. Sauger and asked him to deliver it to the right party in Egg Harbor.

Both Mr .and Mrs. LeMere have died since that time so the money was turned over to the children, The pocketbook was found between a couple rafters by workmen engaged in remodeling the hotel. The pocketbook contained a twenty dollar bill and a check in favor of the LeMere Bros. on a Chicago fish house for \$27.75. The money while needed at that time when LeMere's had a great deal of sickness in their home was greatly missed, but comes in very nice for the two children now. The relatives feel very grateful to Mr. DesEnfants for sending it to them. *(Note: The article tells us Egg Harbor fishermen were selling fish to a Chicago fish house in 1914, very likely Booth who had operations in Sturgeon Bay and Green Bay at that time. A former Booth location at Menominee MI. was closed in 1912. Also worthy of mention is the fact that Egg Harbor was experiencing a tuberculosis epidemic. Gideon/Jerry LeMere lost son Frank and his wife as well as a son-in-law and daughter-in-law to the disease. Pioneers Delia and Chas. LaRouche also lost daughters Leda and Eva).*

1925-01-03 Door County Advocate. Phillip LeMere has several gill nets set through the ice. So far he has caught considerable whitefish.

1926-01-15 Door County Advocate. EGG HARBOR: Fishing this winter has been quite an industry. Besides the shanty fishing *(likely refers to individuals fishing for their own use)* there are three different crews running gill nets. Henry Meyer and son Albert are operating a gang of

20 nets. Phillip Lemere and son Joe and Leonard Kihl are operating a gang of 30 nets and Jerry Lemere and sons Leo and Jerome are also operating a gang of nets.

1927-01-07 Door County Advocate. "EGG HARBOR MANY OUT FOR WINTER FISHING". Winter gill net fishing out of this place is at its highest point this year. Probably over 500 nets will be fished during the next few months by the following men; Phillip LeMere and son Joseph, Jerry LeMere and his two sons Leo and Jerome, Henry and Albert Meyer, Walter Smith and sons Will and Sidney, John Anderson, William Kalms, Lawrence Baraboo and the Fortemps brothers. Most of the fishing is for whitefish and trout. Several good sized lifts have already been made.

1927-02-03 Door County News. "FISHING INDUSTRY ONE OF BIGGEST REVENUE PRODUCERS". An industry in this county which has not received the attention it is entitled is the fishing industry.

At a most conservative estimate there are 500 people engaged in fishing operations during the year, some of them continuously and others only during the winter months. The largest number of people are engaged in the occupation after the ice forms on Green Bay.

There are a few of them who do not sell \$1,000 worth of fish the time they are working while others have been known to earn three times as much for their year's labor. At a most liberal figure the average would be \$1,500 for each person engaged. This would bring the total to \$750,000 as the income from fishing operations.

This is one industry that furnishes employment during the winter months and provides work and revenue to many farmers who would have a hard time making both ends meet without it. The largest number of people are engaged in the occupation after the ice forms on Green Bay.

Very little money is invested by the fishermen outside of the ones who make a regular business of it. These of course have large investments. There is always a chance of losing nets or have them badly damaged by storms, but the old timers watch the weather conditions closely. Especially during the spring months so as not to have their twine carried away by the ice which is one of the greatest dangers to the commercial fishermen.

1927-02-04 Door County Advocate. "Game Warden Warns Net Fishermen To Get License". As a result of an investigation it has been discovered that 50 percent of the approximately 500 fishermen on Green Bay using gill nets on the ice this year are without a license. The fee is \$1 for every 2,000 lineal feet of nets. Many of those with a license are not properly tagging their nets with the license number.

1927-03-03 Door County Advocate. County News: John Werkheiser and Richard Ash pulled out their nets this week as the catch is small and they have other interests which demand their attention.

1927-10-14 Advocate. "FISHING POPULAR IN EGG HARBOR IN ERA BEFORE 1900". For many years before and many years after many fishing gangs were operated out of Egg Harbor. The main catch during these years was herring which were put up in large quantities by Lemere, Kinsey and Maple brothers and many others. At the present time besides the Lemere fishermen Henry and Albert Meyer operate two or three pound nets for trout and Walter Smith and sons operate a large gang of gill nets. The winter fishing through the ice the past few years has been on quite an expansive scale.

1927-12-09 Door County Advocate. "Herring Fishing Disappointment; Catch Only 25%". Herring fishing is a great disappointment to the fishermen. The production will be but 25 percent of former years according to Frank Seidl of Seidl Fisheries.

1928-01-13 Door County Advocate, EGG HARBOR: Jerry Lemere (*junior*) lost 10 or 12 of his nets ten days ago when the ice broke and went out. Several of the other fishermen lost one or two nets.

1930-01-24 Door County Advocate. EGG HARBOR: Among the fishermen operating out of the village with gangs of gill nets are Henry Meyer, Anderson and Kihl, Lawrence Baraboo, and Lemere Brothers.

1932-04-22 Door County Advocate. EGG HARBOR: Jerry Lemere (*Jerry Junior*) and Phillip Lemere, local fishermen have each completed boats and will operate a gang of nets as soon as possible this season. (*Note: The local fishermen did construct their own wooden boats so this could indicate they finished new boats or it could mean that they completed fitting existing boats with the necessary equipment*).

1939-04-14 Door County Advocate. "GET TRUCKLOADS OF SMELT AT FISH CREEK THIS WEEK". It is estimated between ten and twelve tons were dipped out. The Anderson Transportation company took eight tons of fish to Chicago on its Tuesday evening run. (*Note: There is no information on Egg Harbor fishermen being involved in smelt or later alewife fishing, both of which were caught by the ton. They were typically loaded into trucks and sold for mink food or taken to a plants in Algoma owned by "Toots" Wenniger, or Pensaukee owned by Art Swaer where they were processed for fertilizer or cat food*).

NETS

Some of the very early commercial fishing was done by hook and line, or a series of hooks on a single line, or seine nets that were used close to shore. By the time fishing began in Egg Harbor the typical nets used were the pound (*often pronounced pond by locals*) and gill nets. (*See in the appendix at the back of the manuscript, pages 8 and 9*)

Gill nets are suspended in the water in a vertical manner like a fence and when set are kept in that position by floats on the top and weights on the bottom. The floats were typically cedar (later aluminum) and the weights made of lead and thus called leads. The floats, leads and netting were attached to a very durable twine/line called maître (mater). The early mesh material was cotton or linen and later replaced by nylon. The typical gill net used was 100 feet long and 6-7 feet in width. The size of the mesh was determined by the target fish and was set by the fishing regulations, 2 and $\frac{3}{4}$ inches for herring and 4 inches for trout and whitefish. The mesh allowed small fish to swim through and prevented larger fish from entering. The target fish could get their head and gills into the mesh but not their body hence the name gill nets. Once in the net they could not swim back out.

The nets could be set in open water or through the ice either on the bottom or close to the surface. For a bottom set the weights were heavy enough to hold the bottom of the net down and the floats with enough buoyancy to keep the net in a vertical position. For close to the surface it was the opposite with floats having the buoyancy to keep the top of the net up and weights heavy enough to keep the net suspended. When set in open water the nets had heavy anchors on each end with buoys on the surface. They were set in "gangs" of 15-30 nets.

Setting gill nets through the ice required the use of a "running pole" which usually was not really a pole but a series of cedar boards about $\frac{1}{2}$ inch thick and 3 inches wide and 10-12 feet long. When setting for the first time enough sections were bolted together to reach 100 plus feet. It was then placed on the ice with a starter hole on one end and a second hole chiseled at the 100 foot mark. The holes were chiseled at an angle so the pole could be slid under the ice. It was best accomplished by two persons with one sliding the pole and the other watching for it at the other end. The far end section of the "pole" had a hole drilled in it so it could be hooked with a steel hook and pulled up through the hole with the net being set following to the second hole. The nets were held in place using crotch sticks which were usually maple branches about 2 inches thick and three-four feet long bolted together and hinged at the middle. One end had a hole drilled so the nets could be tied to it after which the stick was spread apart across the hole to keep the net in place.

Gill nets were typically lifted after two nights "out" but when there was a "bumper" lift they would be checked again the following day. When lifting, the shanty was placed between two

nets so one could be pulled from each direction. The far end of the net was untied from the crotch stick and a 120 foot line was tied to the net and the crotch stick and usually tossed in the water to keep it from freezing. The net could then be pulled into the shanty with the line following. As the fish were removed the net was carefully placed (faked) into the net box with floats and leads so it could be fed back into the hole. The sides of the box were angled outward so the nets would feed properly. The net was flushed in hot water if it needed cleanings and it was pulled back to the starting place and retied to the crotch stick.

The typical lifting shanty was mounted on 2 by 10 or 12 inch hardwood runners and was 6-7 feet wide and 10-12 feet long. The runners typically had steel on the bottom. The frame was wood and the walls and sometimes the roof (*away from the chimney*) were of very heavy canvas. The area around the chimney or the entire roof was of tin/sheet metal. The wooden floor had a large opening near the middle for lifting the nets. There was a stove with a reservoir for heating water; benches; shelves for dinner buckets, gloves, and other needs; and hooks on the wall for hanging jackets, the scoop for cleaning ice out of the hole and extra twine. Brackets on the outside held the sections of the running pole.

The other net commonly used was the pound net. Trap and pound nets use the same basic design and both have a series of nets called leads that funnel the fish into a large pot where they cannot find their way out and are trapped or impounded. The pots can be 20, 30 or 40 feet square and equally deep. In shallow water the net may extend above the water surface keeping the fish in the pot. In deeper water the pot is covered by another part of the net which is opened when "lifting" so the fish can be scooped out with dip nets. (*See appendix pages 1 & 2*) Target fish are dipped into the boat directly or in fish boxes when in open water and into boxes when fishing through the ice. Small or undesirable or illegal fish are thrown back into the water.

Although both pound and trap nets can be set in deeper water it is almost certain Egg Harbor fishermen set them in water where the supporting stakes on the corners had to be driven into the bottom. Some early reports say that the typical stake was 30-40 feet long but for deeper water two could be spliced together and still driven to the bottom. The stakes were driven or pounded into the bottom with a pile driver (*some old timers said that was why they were called pound nets*). Joe Worachek had the pile driver which was a wooden raft with a tower on one end from which a heavy weight was pulled up through a pulley and then dropped on the stake to drive it in. In early days the weight was lifted by hand. By about 1900, engines were used with a drum and clutch system which raised the weight and released it when the clutch was "thrown in". (*Note: Joe Worachek came to Egg Harbor from Kewaunee to help his brother who owned the Kewaunee House (Harbor Inn, Shipwrecked). After his brother sold the hotel he embarked on several enterprises including blacksmithing, selling feed, seed and flour, a meat*

business, buying and selling cattle, calves and hogs and building a "modern" meat market in 1937 (Blacksmith Clothing). Egg Harbor's predecessor to Harvey Haen, as both could design, build or fix anything mechanical. He also had a dragline system to dredge out the bottom along side the dock to maintain desired water depth and built one of the first engine powered saws to harvest ice he having his own ice house. For some time in the early 1900's he was engaged in fishing).

ANDERSON TRANSPORTATION COMPANY

The Anderson Transportation Company played such a significant role in allowing Door County fishermen to get fresh fish caught one day to markets in Green Bay and Chicago the following day that a brief summary of company history is included. Charles Anderson was six years old when his family left Norway in 1880 arriving in America several weeks later, then traveling by train to Chicago and Goodrich steamer to Ephraim. In 1906 he married Amanda Wickman. After farming with his family for a few years he started commercial fishing shipping salted herring in 100 pound kegs. In 1921 he went into the meat market business in Ellison Bay and bought his first truck to start hauling fish. The company grew to 17 trucks and 20 employees providing overnight service to Chicago. His trucks picked up fish from Washington Island and stopped at all of the fishermen down the county to pick up the day's catch. In the 1930's the head driver was paid \$10 for the trip to Chicago and his helper made \$7.50. Later they were raised to \$15 and paid extra for layovers. Drivers to Green Bay made \$30 to \$35 per week. *(The above is taken from Door County Almanac Number 5).*

In addition to providing the means for fish to be shipped to market, the company was a key means of getting freight back from Chicago to Door County; including an Egg Harbor resident getting a complete coal/wood fired hot air furnace including the cast iron fire pot and steel grates dropped off in his yard, or an Anderson truck unloading tires at Herman Birnschein's service station. *(Preceding today's UPS trucks)*

1932-05-02 Door County Advocate. "HAS PERMIT TO RUN TRUCK TO CHICAGO". The Anderson Transportation Company of Ellison Bay which has been operating a freight truck service between the northern end of the peninsula including Washington Island to Green Bay has extended its activities, and starting September 1, will operate a through line to Chicago. *(Note: The 1934-08-24 entry below indicates Anderson had been running to Chicago since 1921. The mentioned permit was likely the first requirement for interstate trucking authority under the U. S. Interstate Commerce Commission Federal Motor Carrier Act which took final effect in 1935).*

1933-05-19 Door County Advocate. The Anderson Transportation company sent out four trucks Monday evening for Chicago all loaded with Monday's catch of herring and other fish.

1934-08-24 Door County Advocate. The Anderson Transportation company of Ellison Bay which has operated freight trucks for thirteen years between Door County and Chicago has adopted new rates which are on file with the Wisconsin Public Service Commission in Madison.

1937-03-26 Door County Advocate. "ANDERSON TRANSPORTATION COMPANY". From a one truck operation hauling shipments for Ellison Bay fishermen to the Green Bay markets about fifteen years ago, Charles J. Anderson, president of Anderson Transportation company, has built up a reliable trucking business which has become very essential to freight shippers and receivers in Northern Door County giving daily service to Sturgeon Bay, Green Bay and Chicago.

(The Advocate also included the following on page 13)

THE ANDERSON TRANSPORTATION CO., INC

From a one truck concern hauling shipments from Ellison Bay fishermen to the Green Bay markets about fifteen years ago Charles J. Anderson, president of the Anderson Transportation Company, Inc. has built a reliable trucking business which has become very essential to freight shippers and receivers in northern Door County.

Their present fleet contains ten trucks, a refrigerated unit having been added recently to insure proper protection for refrigerated freight. The company's home office is located at Ellison Bay from which they operate on a daily schedule giving service to Sturgeon Bay. Green and Chicago. Their Chicago terminal is at Navy Pier, Door 150.

Courteous treatment on the part of Mr. Anderson and his employees and the determination to give super service to the general public have greatly insured the company of increasing success. The service rendered by the Anderson Transportation Company has virtually put Ellison Bay on the map, so to speak. His large garage and fine house at that northern fishing port are among the prides of the village.

FISH

Trout, whitefish and herring were the most common fish caught by Egg Harbor fishermen with the first two being from the early days until the 1930's when they declined in Green Bay while herring were still plentiful. As many readers may know, lake trout can weigh up to ten pounds and grow to a couple feet in length while whitefish are somewhat smaller weighing three to five pounds and up to almost twenty inches in length. Herring are much smaller reaching up to a little more the one foot long and weighing one to two pounds. There are reports of trout being caught that were much larger and heavier.

MARKETS

From the days of commercial fishing in the 1800's until means of getting large quantities of fresh fish to market in the early 1900's, fish were gutted/cleaned, heavily salted and placed in wooden barrels of up to 250 pound capacity. There was a cooper shop where the terrace and gazebo are located at the present site of Egg Harbor's Harbor View park. In addition there were cooper shops at Fish Creek and barrels were shipped in from other suppliers.

Booth Fisheries was a major buyer of fish dating back to the 1800's. The Port Wing, Wis. Historical Society has a museum in a former Booth building and provided some company history. Alfred Booth started the company and by the late 1800's along with his sons had developed a huge wholesale fish business throughout the Great Lakes owning fish camps, processing plants, docks, fishing boats and steamships used to pick up and transport fish to his processing plants. From 1900 to 1930 Booth had an operation in Green Bay. A billing statement gives their address as the Chicago and Northwestern Railroad Depot which suggests that it was a transfer rather than processing location. Booth also had branches at Sturgeon Bay, and Menominee and Escanaba, MI. Albert Kalmbach also operated a wholesale fish business in Sturgeon Bay in the early 1900's and may have provided a market for a limited amount of the Egg Harbor catch. An early Chicago business directory lists a Booth cold storage plant at 121 W. Kinzie Street and a wholesale plant at 501 N. Desplaine. It is not certain when it opened but the 1916-01-14 Door County Democrat states the Booth Company closed their branch at Sawyer (*West side of Sturgeon Bay*) and do not intend to operate here again. The 1912-08-15 Advocate says Booth will close their station at Menominee and are making preparations to haul their stock of salt, etc. to Green Bay.

The Marinette County Historical Society's history of commercial fishing states that as early as the 1850's Booth Fisheries sent boats throughout the bay of Green Bay to pick up fish for Milwaukee and Chicago. It also lists John Lundquist, James Peterson, Dormer Fish Co. and Seidl Fisheries as wholesalers and states that in the late 1800's Seidl was sending teams and sleighs to Chambers Island to pick up fish (*no mention is made of coming to Door County*) and the Lundquist Company was shipping fish by rail to Ohio, Pennsylvania and New York. The story of the Martin Kinsey family in the DC Almanac No. 3 tells of fish being headed, gutted, split, salted and placed in barrels. The kegs were bought from local coopers John Brown and Peter Weborg. The fish were shipped to markets by steamboats of the Hart and Hill Transportation Lines and with winter presenting a different routine with fish being hauled to the Seidl Fish Company in Marinette by horse and sleigh. From there they were shipped to other locations by rail.

Starting In 1894 the Ahnapee and Western Railroad opened rail service from Sturgeon Bay to Casco Junction where it connected with the Green Bay and Western offering service to Green

Bay and all points beyond. This offered another option for markets. The 1906-02-24 Door County Democrat says Frank LeMere took a fifteen hundred pound load of fish to Sturgeon Bay Saturday. *(It was likely by horse and sleigh, and could have been delivered to the railroad depot, or to Booth Fisheries)* The Wester story in DC Almanac No. 3 tells of loads of fish being hauled to the depot in Sturgeon Bay.

The above information and some of the newspaper articles show that until truck service became available, Egg Harbor fishermen moved their catch to market by boat during open water fishing and by ice to Marinette/Menominee or to Sturgeon Bay during the winter. One can assume that the time from the last boat of the summer season until safe ice was used for net mending and preparation for winter fishing.

By the time trucking service became available herring were one of the the main target fish. The cleaning/dressing involved opening the belly and removing the inwards. They were shipped with heads and tails intact. Following cleaning they were boxed, weighed and iced. The covers of three or four boards were nailed on the boxes which had the top side boards extend six inches beyond the ends to provide handles. The boxes were made of cedar or poplar/popple and could hold eighty to one hundred pounds of fish when full. They were eighteen inches wide, twelve inches high and twenty eight inches long and could hold eighty to one hundred pounds of fish when full. A tag with the weight and shipper's name was tacked on the top. Booth was the main buyer and payment was sent from the Chicago office on a regular basis. The Anderson truck would pick up each evening and deliver in Chicago the next morning.

AN ERA ENDS

From the late 1800's until around 1925-30 commercial fishing was a major occupation and source of income for many families and individuals in the Town of Egg Harbor. The Horse Shoe Bay fisheries thrived from about 1870 until the settlement sort of dissolved after the timber and ice making businesses declined around 1915. During the 1900's there is little documentation of open water fishing other than that of Joe Worachek, John Bertschinger and the LeMere family but many men were involved during the ice fishing season. Many of the winter fishermen were farmers, orchard workers or others who could only find seasonal employment. With the start of World War II good paying year around jobs in the shipyards were available for those men not entering service and following the war as the economy grew few returned to fishing. Phillip LeMere, the last open water fisherman stopped in the 1930's and continued fishing through the ice with his son in law Martin Moegenburg until his retirement in the mid 1950's which brought to a close any significant commercial fishing from Egg Harbor.

STATE FISH HATCHERY

The Wisconsin Conservation Commission (*predecessor to Dept. of Natural Resources*) operated a state fish hatchery in Sturgeon Bay from the early 1900's until the 1940's. It was located at the present site of Martin Park at the intersection of Third Avenue and Oregon Streets. A two story building housed the hatchery facilities on the lower level and offices and living quarters for the superintendent on the second level. It was quite significant to Egg Harbor fisherman since it planted millions of trout in Green Bay and Lake Michigan and issued permits and paid fisherman to catch trout during the closed spawning time of November-December to collect spawn which was sold to the hatchery. These fish were released after the spawn was harvested.

1909-10-30 Door County Democrat. "GATHERING SPAWN COMMENCED". Permits are being granted to all fishermen who make application. Pound net as well as gill net fishermen are given permission this year to gather spawn and a number of them are taking advantage of this opportunity. The length of time fishermen are allowed to fish under the state permit during the closed season depends on the amount of the spawn taken, the work stopping when the required amount is secured.

1911-07-28 Door County Democrat. "GETS FISH HATCHERY. Next Fish Hatchery To Be Built At Sturgeon Bay". Sturgeon Bay is to have a \$5,000 state fish hatchery. This decision having been reached Monday by the state fish commission. (*Note: Prior to a Sturgeon Bay location, all the trout spawn secured at this port in the fall and taken to the Madison hatchery, while henceforth it will be taken care of at the hatchery in this city.*)

1912-07-01 Door County Advocate. The J. M. Boyd Construction Company of St. Paul, Minn. have been awarded the contract to erect the state fish hatchery building in this city for \$6,254. The old electric plant is now being torn down to make room for the hatchery.

1912-07-22 Door County Advocate. Contractor L. F. Nebel has completed the foundation for the new state fish hatchery here.

1913-11-21 Door County Democrat. "SPAWN SEASON ENDS. Eggs In Fine Condition". The eggs at the hatchery now are all trout eggs, there being about fourteen million. The hatching season for trout eggs is about 90 to 120 days. The first eggs to hatch here being due about February first. From February first until about the middle of March will be the hatching season when it is expected that the local hatchery will have between twelve and thirteen million little trout to handle. Sometime during next April it is expected that practically all of the trout will be planted in nearby waters.

1914-03-23 Door County Advocate. Frank Suthers, superintendent of the state fish hatchery here is busy planting the 15,000,000 trout fry that have been hatched during the winter.

1922-02-03 Door County Advocate. "BIG LOSS OF FISH FRY. Fish Hatchery LOSES 3,000,000 EGGS. Chlorine In The Water". Chlorine might be the right kind of disinfectant to use in water to purify it for

drinking purposes but it is not the right kind of disinfectant to use in water where fish eggs are hatched. This fact has been established beyond doubt by the death of 3,000,000 little trout fry at the State fish hatchery in this city. (*Note: The hatchery installed its own pumping station to get the water direct from the bay.*)

1925-11-12 Door County News. "STATE HATCHERY NEARS CAPACITY". With upwards of 15 million trout eggs being cared for and housed at the local hatchery the capacity of the place, 20,000,000 is expected to be reached by the close of the season for obtaining spawn, November 20th.

1926-01-08 Door County Advocate. "SHOULD LIMIT SPEED OF CARFERRIES". Mr. Weaver in charge of the State Fish Hatcery here says it (the speed) will cause untold trouble in hatching out the large number of trout and whitefish now in the hatchery. The trouble at the hatchery is that when big boats go through at the speed that they do it stirs up the mud to such an extent that it fills the intake water pipes and the mud is sucked into the fish trays in the hatchery, which it is said will interfere with a perfect hatch of the eggs.

1931-10-30 Door County Advocate. "SPAWN FISHING HAS STARTED". The fishermen operating under permits from the state conservation commission set nets Monday and the gale from the South Tuesday did considerable damage along rocky reefs. The lifts Wednesday, however were very satisfactory.

1931-11-13 Door County Advocate. "HATCHERY HERE HAS EGG QUOTA". Superintendent Percy Weaver of the state fish hatchery located in this city announced Tuesday that the hatchery has been filled to its capacity with trout eggs, approximately 18,000,000 eggs.

1935-05-03 Door County Advocate. All of the ten million lake trout fish fry that have been hatched at the state fish hatchery have been released.

NOTES

The tools of the trade for commercial ice fishermen included their nets, fish boxes, lifting shanty, ice chisels, shovels and a means to get back and forth to and from the ice. Also a key item was a compass. From the start of commercial fishing in the 1800's until about 1920 fishermen used a horse or team of horses and a sleigh to travel on the ice and bring the catch to shore. Although cars (*Model T Ford and others*) were available in the early 1900's it was probably the 1920's before cars and trucks were used. Being three to five or more miles away from land could result in a snow storm that resulted in being unable to see the shore and eliminated the tracks in the snow . As pictured in the appendix some used a snowmobile. There were adopter "kits" produced to fit Ford Model T and Model A cars and trucks and likely for other makes as well. Some people used older model cars or trucks with tire chains. The older vehicles also had greater clearance. Most fishermen carried two 2 inch by 12 inch by ten foot hardwood planks to allow crossing cracks in the ice that might occur. (*See appendix, pages 10 & 12*)

The snowmobile adoptions included one or two extra “idler” axles and wheels that were attached to the frame and supported the iron tracks. The rear wheels had raised hard rubber lugs that matched cleats on the tracks to provide traction. The front axle had steel skis about a foot wide and six feet long as well as standard wheels and tires. This was necessary because when on hard surface or bare ice the steel skis did not provide enough traction for steering. They had a unique mechanism which allowed the skis to be lowered and wheels raised or vice versa with a very simple tool.

Commercial fishing was not only a challenging occupation due to the hard labor, long hours and uncertainty about catches but was also had its hazards due to injuries or drowning. Though not recorded here there have been drowning deaths in Door County waters both during storms or accidents on open waters and vehicles breaking through the winter ice. Fishermen of the Northern end of Door faced additional risks because the ice on Green Bay could be prone to moving due to strong winds and being close to Lake Michigan where the ice was not as stable. The hardy fishermen were known to take a skiff with them when going out to their nets so that if a large gap opened they could get back to shore. There are stories of having to leave vehicles, nets and equipment on an ice flow and some with a good ending when the wind would shift and blow the ice flows back together.

There is no evidence that any of the Egg Harbor commercial fishermen were involved to the extent of using the powered fish tugs shown in the appendix, page 10. These boats came into use as steam powered vessels in the 1870's and by the 1900's had gas or diesel mechanical propulsion and mechanical gill net lifters. At the peak of commercial fishing in Door County there were about forty tugs operating on Washington Island and another twenty from ports in northern Door County.

Some of the newspaper articles from the late 1800's to early 1900's talk about “packages” of fish. The history of commercial fishing information from the Marinette Historical Society states that the typical barrel of dressed salted fish weighed from 200 to 230 pounds and a so-called package was one half of that or 100 to 115 pounds.

John Wester and sons Ted and Ed were commercial fishermen out of Lily Bay for many years. John began making staves for barrels and rapidly became the major supplier of fish boxes when the change from barrels was made. He and son Ted operated the sawmill and Ed continued fishing. The photo in the appendix gives one an idea of the volume of boxes produced. In talking to the Westers it is known that in addition to purchasing box "bolts" locally they also purchased bolts cut to dimension delivered by semi truck from the Menominee Indian Reservation sawmill at Keshena. The truck shown in the back of the photo in the appendix is likely one of those loads. *(See appendix, page 11)*

For an excellent history of commercial fishing on Washington Island and Northern Door County see the book "Wooden Boats and Iron Men" by Trygvie Jensen. It offers detailed information on the people and families, boats, nets and fish along with several interesting photos covering the time frame 1850-2005.

THE HISTORY OF COMMERCIAL FISHING in EGG HARBOR

By Peter LeMere

2022

Edited by Giz Herbst

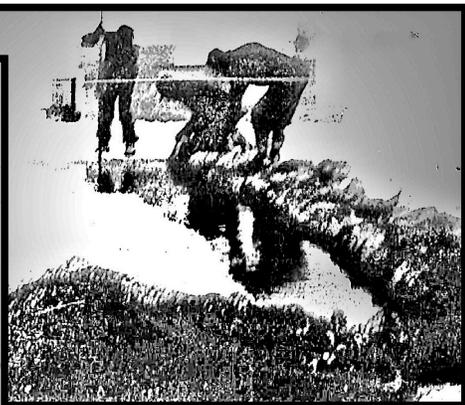
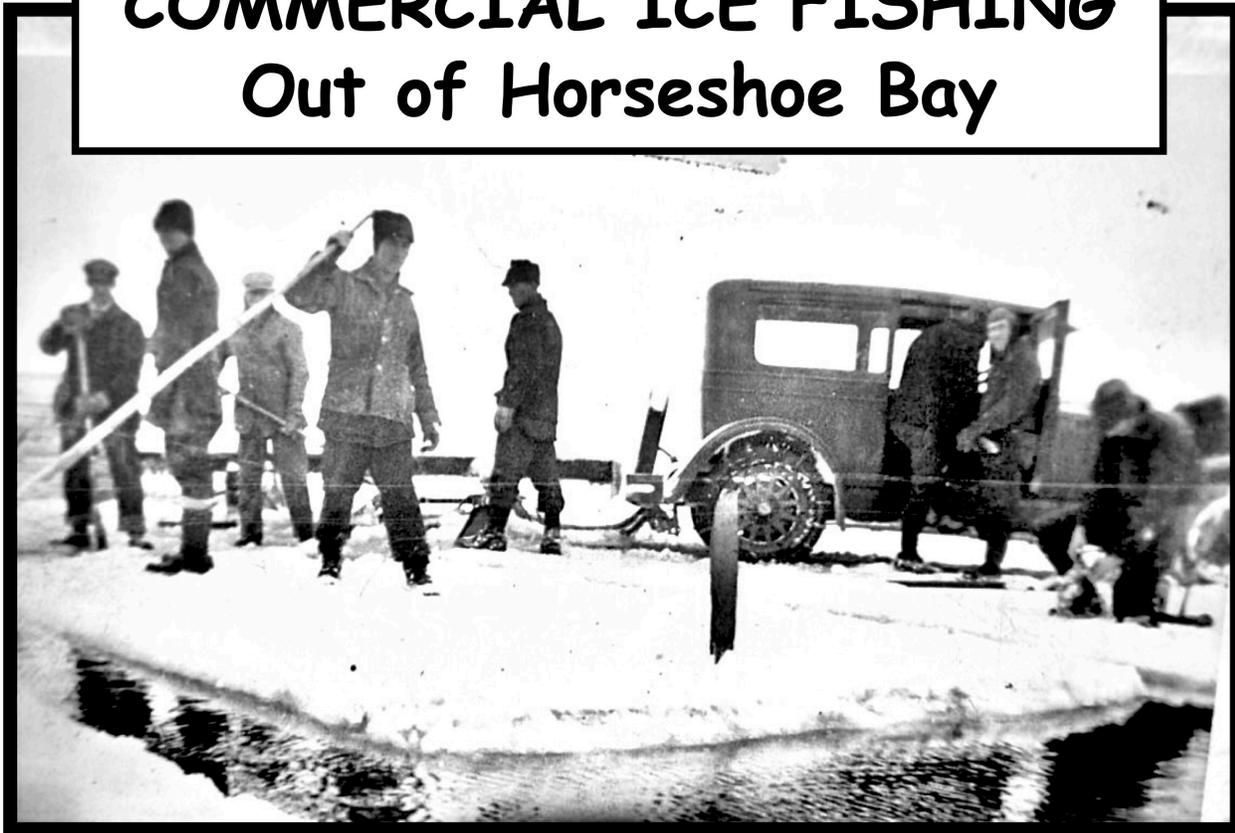
Egg Harbor Historical Society

Egg Harbor, Wisconsin

To make Egg Harbor History come alive
for future generations through the
collection, preservation, and sharing
of the heritage of Egg Harbor.



Chapter 2
THE HISTORY OF
COMMERCIAL ICE FISHING
Out of Horseshoe Bay



Compiled By
Giz Herbst
2022

COMMERCIAL ICE FISHING IN THE TOWNSHIP OF EGG HARBOR AT HORSESHOE BAY

Compiled by Giz Herbst

2022

Peter LeMere's research on the history of commercial ice fishing in Egg Harbor provides a substantial amount of material covering its popularity, types of fish caught, netting techniques, transportation of fish from catch to market, markets for the fish, and the emergence of the fish hatchery in Door County.

In the southern end of the Township of Egg Harbor was the settlement of Horseshoe Bay, established around 1870 as a logging and lumbering community. A number of fishermen sought their fortune over the years fishing the Green Bay waters off of Horseshoe Bay. The community dissolved around 1915 when the forest was about harvested of its desired timber and attempts at commercial ice harvesting didn't materialize, with that went the Horseshoe Bay fishermen.

During this period of time, Horseshoe Bay activity was amply covered by correspondents for the Door County Newspapers. The content of Ice Fishing at Horseshoe Bay was compiled using the Door County Library's old newspaper website - <http://www.doorcountynewspapers.org>.

1883-02-16 - Weekly Expositor Independent

An ice belt, ten feet thick, is reported to span the mouth of Egg Harbor, though ordinarily the ice on Green Bay

1883-11-22 – DC Advocate. Recent gales did much damage to fishermen on Lake Michigan and Green Bay. Every gill-net belonging to John Adamson, Whitefish Bay, was carried away. The nets were all entirely new, and their loss is a serious one. Two pound-nets belonging to Thomas Green and J. Baker, Egg Harbor, were destroyed and carried out by Thursday's northwester, and George Stevenson's pound-net, at Horseshoe Bay, was lost in the same blow. John Stevenson, Little Sturgeon, lost two or three pound-nets, and Mr. Swanson and others, who have five pound-nets at Schumacher's Point, near Red River, lost three from the effects of the ice and wind. The average value of the pound-nets was about five hundred dollars, and

their destruction at this time must greatly reduce the season's business, as the nets cannot be replaced this fall.

1886-02-11 – DC Advocate. James Larson and Robert Graham, who began fishing at Horseshoe Bay on the 16th of January, have been meeting with good success. They have thirty-two large, new nets, which they have lifted as often as the weather permitted, the whitefish and trout they have taken being of good size, some of the whitefish weighing eight and nine pounds and trout running as high as fourteen pounds. Up to last Saturday they had caught nineteen hundred pounds, a part of which has been sent to Manitowoc and the remainder to Racine. Andrew Larson

established a fish market in Manitowoc on the first of last October, and is selling most of the whitefish caught by Larson & Graham, a ton having been sent to him about a week

ago. The operators realize eight and a quarter cents for whitefish here, and seven cents for trout. They first put in their nets about nine miles from shore, in the neighborhood of Green Island, but were obliged to remove them on account of the superabundance of lawyers. These fish seemed determined to be caught, and tangled the nets so much as to be a serious nuisance. After standing the racket for some time it apparent that the lawyers did not intend to allow any other fish to be caught, and the nets were therefore removed to their present location nearer this shore. It was noticed that the lawyers were filled with spawn, which some fishermen consider an unusual circumstance. William Graham and James Brooks are at work in the same vicinity, and are also doing a profitable business, their catch up to Saturday being thirteen hundred pounds.

1886-03-11 – DC Advocate. One morning recently when George F. Roberts visited his nets, which are five or six miles from Horse-shoe Bay, he found a rabbit in some firewood that was outside of the shanty. How the animal came out there is a mystery, but Mr. Roberts thinks that it was pursued by some enemy and ran out on the ice for several miles until it found shelter behind the friendly woodpile. The animal was caught by Mr. Roberts and upon his return home conveyed ashore and turned loose in the brush.

1887-01-20 – DC Advocate. The following paragraph is taken from the Marinette Eagle of Saturday: "William Graham, of Horseshoe Bay, came across Green Bay on Tuesday morning with a load of fish. When about a half a mile from this shore both of his horses, in attempting to cross a crack in the ice got into the water, Mr. Graham shouted and some men at work at Nowack's icehouse

went to his relief and succeeded in getting the animals out without much damage. They were driven around until warmed up and then put in a barn whence they emerged apparently no worse for their ducking.

1897-11-04 – The Independent. Wm. Graham has a pound net in the vicinity of Horseshoe Bay and is doing well. Mostly trout are caught which are taken to Meuekaunee (*Michigan*) for market.

1888-01-13 – The Independent. A new village has sprung up within the last week extending from Horseshoe Bay to here (*Sturgeon Bay*) and is located on the ice. The houses are generally white made of cotton cloth and inhabited by fishermen. Off Horseshoe Bay are two men from Lily Bay, G. C. and H. H. Rathburn. Others; Wm. Graham and J. W. Brooks, A. J. and W. LeRoy, Hans Larson and Louis Colomb. The ice is reported to be from 6 to 14 inches thick. The catch is light being mostly bluefins.

1888-01-21 – DC Advocate. There are about a dozen men employed in fishing off this point and Horseshoe Bay, and as near as can be ascertained they are all doing pretty well. The catch comprises mostly bluefins and the smaller grade of whitefish and trout, but few large fish being taken for some unaccountable reason. Among the luckiest ones is Capt. W. L. Graham, who is reported as doing the best of any.

1888-11-17 – DC Advocate. A number of persons are engaged in fishing off Horseshoe Bay, but the catch is exceptionally light.

1888-12-28 – The Independent. School closes in the second district on the 3d of January. H. H. Rathburn intends to fish during the winter if the ice does not forget to

form. *(The second district was Horseshoe Bay's school, Rathburn was Horseshoe Bay's teacher)*

1889-01-25 – The Independent. On Friday last, Matt Snyder and William Snyder went to Horseshoe Bay in search of their gill nets which were carried northward on Wednesday night by the break up of the ice off the mouth of Sturgeon Bay. When about a mile and a half from Horseshoe Bay, Matthew broke through the ice and while he was able to support himself he could not get out, the surrounding ice being so weak that it gave way when he attempted to lift himself upon it. The accident was witnessed by Chauncey Thayer, jr. and Charles Ferris, who were a quarter of a mile distant, and who hastened to the assistance of Mr. Snyder. Mr. Thayer first tried to reach Mr. Snyder with an ice-cutter he was carrying, but he stumbled and the cutter flew from his hands, landing upon a weak spot where it could not be recovered. Then Mr. Thayer crept upon his hands and knees toward Mr. Snyder, while Mr. Ferris did the same from the opposite direction, and they were thus able to reach their friend and pull him out of the water. Mr. Snyder was nearly exhausted by his efforts to escape and by his long immersion in the cold water, and would soon have perished had not assistance arrived so promptly. He says that this experience winds up his fishing for the season. In his struggle to get out he broke through the ice for several rods, and was on the point of going down when his rescuers reached him. *(The perils of ice fishing)*

1893-03-11 - DC Democrat. Something of a sensation was created in certain circles within the week by the announcement that a bill had been formulated and introduced in the legislature which, if passed, would practicably compel the fishermen operating in this vicinity to go out of the business

altogether. On Monday morning Capt. Albert Kalmbach and H. Adamson hurried to Madison to interpose an objection to the passage of the bill. They returned home Wednesday, and when Capt. Kalmbach was seen about the matter by a reporter he stated that the bill as submitted would make it unlawful to fish with nets having less than four and a half inch mesh anywhere between Red River and Horseshoe Bay on the east shore of Green Bay, and there is no doubt but what the measure would have become a law had the committee having the matter in charge not been interviewed and urged to change and modify it. The originators of the bill also agreed to strike out the objectionable features, and no further apprehension is felt on the subject by the fishermen.

1896-02-19 – DC Democrat. A. Kalmbach shipped on Thursday about 10,000 pounds of herring to Chicago parties. The herring were caught at Horseshoe Bay and Egg Harbor.

1896-03-07 – DC Democrat. John and Conrad Grovogel, Jr., who are engaged in fishing at Horseshoe Bay, are said to be meeting with good success.

1896-11-28 – DC Advocate. The steam-barge Liberty, Captain John Johnson, left port Monday morning for Horseshoe Bay to load package fish for Green Bay city and lay up for the winter, but was forced to run back on account of the south-west sea. She got away again the following day and made a go of it. *(A package of fish weighed between 100-115 pounds)*

capsized, the fierce wind being too strong even for one of these otherwise safe and beamy structures to stand up under. Albert was at the tiller, and while he was keeping a sharp lookout for just such an emergency the

blast was so sudden that he was taken quite unawares. To make a bad matter worse the sheet of the sail was fastened to the cleat on the starboard side, and this was some distance under water. The helmsman tried to reach down to release it, but this was quite impossible. As the boat was by this time on her beam ends the men clambered on the side and bottom in hopes that the wind would drive them on shore. Their peril was soon afterward discovered by A.J. LaRoy, who ran to the Chapman fisheries as rapidly as possible to obtain a boat. Although there is a good mile between the two places it is a question whether that distance was ever covered in such a short time by any man as in this instance. Quickly launching the skiff, Dell started out to the rescue, but he had a terrible time of it in the teeth of the gale and the big sea that was running, the frail craft being at times hidden from view of the anxious watchers for half a minute. Having finally reached the imperiled men a serious problem confronted them. The little boat was too small to carry more than two men at a time, and the work of rescue would therefore be a long as well as exceedingly dangerous one. After a parley it was decided to take Charley, who was to summon assistance further down the bay. This having been successfully accomplished, Frank Wellever, Herbert Truman and Arthur Parent set out in a boat. They were subsequently joined by Jerry LeMere, L. Kinsey, Albert Rockendorf, Geo. Colomb and Walter Norton, who put out in a pound-boat belonging to the first named party. These people had observed the overturned boat from the Village of Egg Harbor as it was gradually being carried out into the bay. They also noted that the Truman boat was very badly handicapped in the storm, which appeared to be on the increase rather than diminish. But even the LeMere

boat found the gale so strong that she could only carry a reefed stay-sail. After a long and desperate struggle, with the wind and sea the two men were finally rescued and set ashore at Juddville, off which point they had drifted by this time. When they got ashore they were about "bushed," having been exposed to the fury of the storm since about 6 o'clock that morning. They were revived with draughts of liquor, a bottle of which had thoughtfully been placed in the boat by Mr. LeMere, and then taken to their home, which is located near the south point of Horseshoe Bay.

One of the difficulties that the second rescuing party encountered was the fact that the LeMere boat had her center-board frozen, and before a start could be made this had to be thawed out.

The craft had been righted, and which the occupants were vainly trying to free of water, but which poured back into her from the breaking seas, had to be abandoned, its water-logged condition making it impossible to tow it to land. It was subsequently picked up by the steamer Hill and restored to the owners, being none the worse for wear and tear.

The Chapman brothers feel very grateful to the parties above enumerated, and if ever there was a case in which brave men risked their own lives to save that of their neighbors this is one of them. Only for their daring and bravery it goes without saying that all three of the brothers must have perished for a certainty. *(Not an ice fishing story, but another of the perils of the working on Green Bay)*

1901-02-02 – DC Democrat. Ernst Anclam has gone to Horseshoe Bay where he will put in pound-nets and fish through the ice the balance of the winter. We certainly wish him success.

1901-02-16 – The Advocate. Jarvis and James Maples brought in two loads of fresh herring from Horseshoe Bay Wednesday. There were about 4,500 lbs., the result of one lift from two pound-nets. The catch was received by Capt. A. Kalmbach, who paid \$1.25 a hundred weight.

1903-01-31 – The Advocate. Adamson, Lauscher & Wilkie of Whitefish Bay have transferred their fishing operations from that place to Horseshoe Bay, where they put in one or more pound-nets for herring.

1903-03-31 – DC Democrat. The fishermen are pulling out their nets here and at Horseshoe Bay.

1903-04-11 – Democrat. The fishermen of Egg Harbor, including the Messrs. LeMere, Rittenberg, Kinsey and Worachek of the village, and Maples Bros., Colomb, Truman, Adamson and Anderson of Horseshoe Bay have driven their stakes and are getting their twine in readiness for spring fishing.

1903-10-17 – The Advocate. When Jarvis Maples lifted his nets at Horseshoe Bay last Friday he found an overcoat lodged in the lead. The garment proved to be the property of Henry Robertoy, one of the victims of the Hackley disaster, and was readily recognized by Frank Robertoy, father of the deceased. In the pocket was a copy of the Green Bay Advocate of October 1 and a railroad check. The coat had drifted twelve miles from the place where the Hackley went down, and may be a means of determining the course taken by the bodies of those lost.

(On October 3, 1903, the Erie L. Hackley departed Menominee, Michigan around 5:45 p.m., with nineteen people aboard, bound for Egg Harbor across the bay. About an hour later, a violent squall arose, whipping the waves to monstrous heights. Soon, great walls of water crashed onto

the vessel, tearing the pilothouse and cabin from the hull. The waves swept the passengers and crew overboard before they could grab life preservers. The Erie L. Hackley sank in five minutes, leaving a trail of people and debris floating in the seething waters. Several castaways managed to climb aboard the floating cabin. They remained there through the night, occasionally being swept into the raging seas. The following morning, they were spotted by the passing steamer Sheboygan. The steamer's crew picked them up and found several others in the surrounding waters. They clothed and fed the survivors before transferring them to a passing fishing boat bound for Fish Creek, Wisconsin. Only eight of the nineteen people survived)

1903-11-14 – DC Democrat. The blows of the past week put a standstill to fishing operations. Much twine was carried out and a great deal of damage done. Jarvis Maples lost a pound-net at Horseshoe Bay by the gale of Monday night. Kalmbach, Wilson and Baker lost about 10 boxes of nets. Mishaps of this kind shave the profits of the fishing industry to the zero point.

1904-01-16 – DC Democrat. The first lift made at Egg Harbor among the fishermen who are operating through the ice, was that of Jim and Jarvis Maples, which amounted to thirty hundred pounds. It was disposed of at the rate of \$1.50 per hundred pounds. The banner lift so far was made by Wm. Rittenburg, near Egg Harbor, which was fifty hundred pounds. Many of the fishermen residing in the vicinity of Fish Creek are endeavoring to set their nets in the vicinity of Egg Harbor as there is too much slush ice

jammed in about Fish Creek. However, they are having a difficult time finding a suitable place at Egg Harbor as there is already a lineup of sixteen nets owned by parties at that place, extending from Egg Harbor to

Horseshoe Bay. There are also several placed further south.

1904-02-06 – The Advocate. Andrew J. Anderson, who is operating with pound-nets off Horseshoe Bay, has been making some good catches of herring ever since he began, and business is lively with him.

1904-04-09 – Democrat. A. J. Anderson, of Horseshoe Bay, had a rather thrilling experience on the ice one day last week when crossing from Menominee. He left rather late and darkness overtook him before he got more than half way across. His compass refused to work in harmony with his ideas of his whereabouts so that without anything for a guide he drove in a circle on the ice until his horses played out and he was obliged to wait till daylight when he returned home. No ill after effects were experienced by the man or team and no damage resulted except the loss of soda crackers which were fed the team for a recuperatory breakfast.

(Not a fishing story, but just one of the many stories of what happened on the ice)

1905-01-28 – The Advocate. A. J. Anderson has set a pound-net off Horseshoe Bay, and the first lift made this week showed a good catch of herring. He predicts a profitable season if the ice only remains solid during the coming two months.

1905-12-23 – The Advocate. The Maples Bros, recently recovered the pot of their pound-net at a point about five miles south of Horseshoe Bay, whither it had been carried by the terrific storm of October 19th. There were three anchor stones weighing about 100 pounds each attached to the net, and in making the trip it was necessary to cross over two reefs. Notwithstanding the rough usage the pot was but very little damaged comparatively, and repairs have since been made. The

Messrs. Maples will engage in winter fishing as soon as the ice on Green Bay becomes strong enough to bear the weight of men and teams.

1907-03-03 – DC Democrat. J. Maples, who has been employed at the shipyard during the past winter will now resume his fishing operations near Horseshoe Bay.

1907-03-16 – DC Democrat. James Maples and family moved from Sturgeon Bay to their old home at Horseshoe Bay last week. Jim will fish during the spring season.

1915-11-11 – SB Advocate. Geo. Anderson who is fishing a small gang of gill nets out of here with the gasoline boat Pearl, reports the catch very light. A few years ago the Monument Point reef was considered one of the best fishing grounds on Green Bay, but of late the fish have deserted these waters and moved into new localities.

1916-01-27 – SB Advocate. Ed. Anderson was in town a few days this week while on his way from his home at Horseshoe Bay to Chicago. He reports “nothin’ doin’ ” in fishing at Horseshoe this winter on account of the condition of the ice, which is so rough and heavy that it is out of the question to put in a pound-net. However, a little further north considerable pound-net fishing is being indulged in again this winter.

The little further north was in reference to the fishermen working out of the 'village' of Egg Harbor. *(See Peter LeMere's manuscript on the History of Commercial Fishing in Egg Harbor)* **It was about this time that the small community of Horseshoe Bay's properties were purchased by investors planning on making the area a vacation mecca. That didn't materialize and Frank and Albridge Murray bought out the investors and went on to build Horseshoe Bay Farms.**

Horseshoe Bay



Chapter 3

Making Ice in Egg Harbor



By Peter LeMere
and
Bill Bertschinger
2021

Photos comparable to the Alpine's process

Winters Past, 'Making Ice' In the Harbor

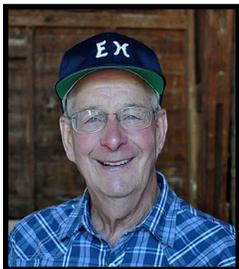
Memories from Pete LeMere and Bill Bertschinger

Edited by Giz Herbst - winter of 2021

January, February and early March, the dead of winter in Egg Harbor, and in most years we look out across the ice on the harbor and bay seeing maybe an ice shanty or two with some hardy folks out ice fishing for the sport of it. But that's not the way it was in the past, here in Egg Harbor. Oh, the ice fishing shanties were still there, but in greater numbers since for many of the Harborites the fish were a staple to put on the table and for others a commercial product to be sold. A 1928 Door County Advocate mentioned that there were a dozen commercial fishermen working nets in the area. And, there were children on the ice along shore ice skating, since that was the thing to do since there were no television sets or video games at home to occupy their time.

Mother Nature made ice here in the harbor, guaranteed most every winter. Besides providing a source for entertainment for the children and a platform for fishing, there was a resource that was important to fulfill a need for the homes, grocery stores and hospitality businesses in the area, refrigeration. Before the mechanical refrigeration 'machines' were in vogue, ice was the cooling agent for preserving food and drink in the homes, grocery stores, taverns and restaurants.

To provide that ice, a good number of the area's men and bigger boys were involved in 'making ice'. They harvested and stored the ice until it was needed, especially during the warmer seasons. Two local 'boys', Pete LeMere and Bill Bertschinger, recall those times here in Egg Harbor; where fitting, Giz Herbst provided some backup using the modern convenience of the internet.



Pete starts off the conversation with some articles from over a ten year period (1922-32) that he found in some old Door County Advocates using the Door County Library's website. He augments his findings with his memories:

Door County Advocate Articles on Ice Harvesting in Egg Harbor:

1922-2-22 - Phillip LeMere and George Longley started this week cutting ice for all of the village icehouses and many of the farmers nearby who put up ice for their own use.

1926-01-04 - Egg Harbor ice harvest is done during one week. All icehouses were filled last week. Phillip Longley (*I think this should be Phillip LeMere*) operated one ice cutting out fit and Bertschinger brothers operated another thus crowding the filling into one week.

1927-01-14 - Charles Birnschein has completed an ice saw operated by a Ford motor and will cut ice for the entire community. (*I think this may be the first use of a power saw*)

1928-02-03 - The entire ice crop was completed this week. About 6,000 cakes in all were put up. Phillip LeMere and Gorge Longley furnished most of the ice.

1929-03-08 - The Alpine, Horseshoe Bay farms and the Dr. Schroeder farm completed putting up their ice last week. This week Phillip LeMere and George Longley are putting up ice for the village people.

1932-03-04 - Joseph Worachek completed putting up about ten thousand cakes of ice for different users in the neighborhood.

Pete LeMere's recollections:

My recollections go back to the late 1930's and 40's. The area chosen for cutting ice was usually just off from the Alpine Resort. Joe Worachek led the crew and later (*I think until it ended*) Cyril Vertz led the crew.



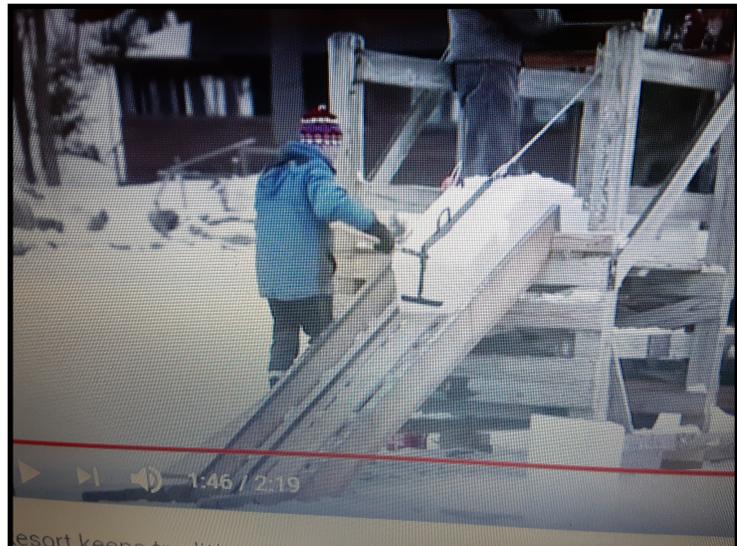
The large gasoline powered saw involved a circular blade that could cut through the thick ice. As seen in the photo, on the left side of the saw there was a guide that could be adjusted to the desired width for the block of ice. The saw was pushed or pulled across the ice following the guide.

(Photo from the internet)

I don't know if Joe had Charlie Birnschein's saw or made his own but he used a large power circular saw blade (*similar to those used to saw logs*). I don't know if they scored the ice first or if there was a guide on the saw but the cakes were always uniform in size, about 24" wide, 36" long, and as one would know the thickness of the ice, usually 18"-24"s, and pretty square blocks of ice.



The photos show how an ice hook and elevator slide would be used to lift ice blocks into the ice house for storage in the sawdust insulation, the same process could be used to load ice onto a truck or sleigh out on the ice. *(Internet photos)*



It appears pretty certain that prior to mid to late 1920's teams of horses and sleighs were used to haul ice. I am guessing the cakes were loaded on the sleighs using horses, or by hand, using an ice hook and rope and pulley to pull the ice blocks up onto the sled. By my time they used a power operated elevator to lift the cakes from the water to a loading platform the height of the truck beds. During unloading a slide was used to get the cakes into the icehouse.

The Alpine Resort unloaded from Cty. Hwy. G, above the resort, with a slide down to the ice house below, so for most of their filling they used gravity. For all the icehouses in town, gravity only worked until the level in the icehouse was equal to the truck bed. Then a rope with a large hook on one end was used to pull the cakes up into the icehouse. The trick to moving ice cakes is once they are moving, keep them moving along, if not, they could freeze in place or to other ice blocks.

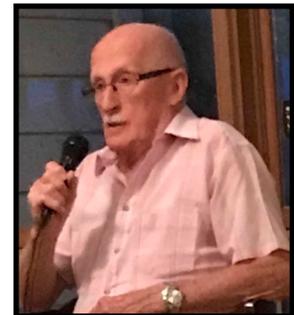
Sawdust was used as insulation, usually about a foot of it between the ice and the building's wall. There were doors (*similar to silo doors on the farm silos*) that were placed in the main opening to hold the sawdust as the level of cakes in the ice house went up. The Alpine Resort had their own truck and may have used another from the Bertschinger Lumber Yard. The only truck that I remember hauling to icehouses in town was owned by Barney Hoefert of Baileys Harbor.

After ice was removed from the bay, areas of open water would be left behind. Since the ice making season was after Christmas, to mark these areas, discarded Christmas trees were "planted" in the ice surrounding the open water marking the area so no one would accidentally walk into the open water. Trees were also used to mark safe driving lanes out on the ice.

People that had ice boxes got their ice from the various icehouses in town. The ones I remember were at Casey's, Harbor Inn, Joe Worachek, and LaRouche's-Trodahl's store. An interesting thought I have is that after mechanical refrigeration came into use and commercial ice making lagged behind, taverns still used bay ice for drinks served in glasses. (*no typhoid or other outbreaks that I remember*)

Bill Bertschinger added his recollections:

I recall making ice was kind of fun when I was a kid, but then it became hard work when I got older. At that time of the year, many of the men appreciated the work as a means of earning some money. Early on, much of the cutting and moving of the ice was done by hand and the heavy lifting was done using horses with rope and pulley to move the heavy blocks of ice. Later on, gasoline powered saws and elevators were used for cutting and lifting the ice blocks. If the power saw wasn't big enough to cut all the way through the ice, the crew would have to finish the cut with a hand saw 4-5 feet long or a huge 5 foot chisel.



The process started by cutting a long row with either the hand saw, or gasoline powered circular saw; one would saw two parallel cuts the desired width (24"s) of the blocks and then go back and saw that long parallel strip of ice into the desired length for the blocks - 4 to 5 feet long. A clear channel in the ice was necessary to float ice

blocks along to where they were lifted out onto a sleigh or truck. To make this channel in the ice field, the men would use a 4 foot long pole that had a 4"-5" pick and a hook on its end, the pick for pushing and the hook for pulling the ice block. The cuts in the ice field having been made; the men would submerge the first block down under the remaining ice field thus opening up a clear channel to float the succeeding ice blocks. The process of cutting the long parallel lines of the desired 24" width for the ice blocks and then cutting that line into individual blocks of desired 4-5 foot lengths continued, one row at a time, row after row, eventually opening up an expanse of open water that, *(as Pete LeMere mentioned)* had to be marked to prevent someone from walking out into the open water before it froze over again. *(Discarded Christmas trees were often used to mark the edge of open water)*

After having made those first cuts to make a clear channel, the remaining cuts of individual blocks could now be floated to the collection point by pushing and pulling each block with the spiked pole. At the collection point each block was slid up a chute by hand, or by hooking an ice tongs onto the block and with a rope attached to the tongs and a horse attached to the rope, and using a pulley, the horse would pull the block up onto a sleigh or truck. Leading the horse was a good job for a kid. Later on, man and horse power were replaced by a powered elevator for loading the ice blocks. *(As Pete noted)* The 'trick' was that when ice was being moved that it had to be kept moving because it had a film of water on it and if, and when, the block would stop moving that film of water on the ice would freeze and stick the block to whatever it was in contact with, other blocks of ice, the chute up to the sleigh or truck, or the truck bed its self, and then one would have to chisel it free.

Delivery to the 'icehouse' was different for each location. At our Alpine Resort the icehouse was located below Cty. Hwy. G so the ice could be unloaded from "G" and using gravity, the blocks could be slid down into the icehouse. If gravity unloading was used, ice tongs were clamped on the ice blocks and a rope was tied to the tongs and wrapped around a tree and used to slowly 'hold back' the block of ice so it didn't slide down the chute too fast and do whatever damage at the bottom. Other situations would call for the rope and pulley setup with a horse pulling each block up into an icehouse. The blocks of ice were insulated from each other and the walls of the icehouse to keep them from freezing together, sawdust was used. Bill added that sometimes burlap bags were laid on the ice and then covered with 6-9 inches of sawdust. *(Why the burlap bags? My guess, maybe so the messy sawdust didn't stick to the ice blocks)* There was plenty of sawdust to be used since there were numerous sawmills in the area. Bill also mentioned that the sawdust was reused each year with more added as necessary.

The ice was removed for refrigeration in the kitchens as needed. The Alpine also had a built-in separate cooler area within it's icehouse for storage of meat, vegetables, and of course beer. Tongue in cheek, Bill mentioned that crushed ice from the bay was used for 'ice-tea', not cocktails at that time. *(It was Prohibition - 1920-1933)* At the end of the tourist season remaining ice of poor quality was removed and left to melt. Before and even after icehouses, there were many 'root cellars' that were used for preserving foods. These were made from special stone walled cellars, cavities cut into Door

County's natural bluffs, or cutout stone basements under homes. Overall, the icehouses provided a cooler place than the root cellars.

The huge icehouse at the Alpine Resort was different than most. The November 18, 1921 Door County Advocate stated that the Alpine's icehouse was in the process of construction. "At the new Alpine Resort being built there is a special built icehouse and refrigerator under construction, the cooling room being 14x18 feet, adjoining the icehouse proper, which is 20x36 feet, 24 feet high".

Making of ice here on the bay side of Door County was probably better than on the lake side since Lake Michigan just didn't freeze up as well as Green Bay and its harbors. Bill recalls an ice crew that would come over from Jacksonport to make their ice here.



The "Ice Box" - refrigeration of the past

The Ice Box, the recipient of all this hard work, coming in various sizes and designs to fit its function; a home refrigerator, or for a store, restaurant, or tavern. A number of the fine wood crafted boxes ended as 'antiques' used as file cabinets, bookcases, etc. when they were replaced by the plain steel electric refrigerators and freezers. Common size - 36"w x 21"d x 46"h - Sears and Roebuck Catalog 111.

The Egg Harbor crew basically worked to provide ice for local residents and businesses. Some of the local icehouses in turn, sold the ice to residents and other businesses that needed it. The neighboring settlement of Horseshoe Bay, had an interesting occurrence in the ice making story. Again, the Door County Library's website on old county newspapers provided the details:

Speculating On Ice

It was the start of the 1890s and the settlement of Horseshoe Bay in Door County had been prospering since the 1870s harvesting the vast forest of the area. Forestry is a renewable resource, but it takes 50-60-100 or more years for it to recycle, and after 20 years of harvesting the forest around the Horseshoe Bay settlement the mature resource was rapidly dwindling, and commercial fishing was also struggling.

Looking for another resource to help sustain the settlement the entrepreneurs saw what was a readily reproducing resource; ice, and a lot of it, a resource that was there for the harvesting every winter. Besides local need for refrigeration, there were the rapidly growing cities to the south, Milwaukee, Chicago, St. Louis...ice on lower Lake

Michigan was not of good quality. With no mechanical refrigeration there were customers a plenty, as many as five ice companies were formed at Horseshoe Bay.

Following are excerpts from the manuscript produced by Giz Herbst from the old Door County newspapers found on The Door County Library's website. "Horseshoe Bay - A Different Place, At A Different Time", it can be found in the History Center of the Egg Harbor Library-Kress Pavilion.

Horseshoe Bay's Attempt in the Commercial Ice Business

Feb. 21, 1890 – The Independent: Laying Up Treasures for the Sunny South. Five companies are now engaged in storing ice on this bay and it is probable that the number will be increased since it is now considered certain that the crop near Chicago must be a total failure. One company which visited this place but afterward concluded to locate at Two Rivers had hardly begun operation before mild weather compelled a suspension of work, and now Sturgeon Bay is the Mecca toward which all ice men are more or less devoutly turning. But should there be no increase of the number at present engaged in storing there will be enough ice housed to keep a large fleet of vessels busy during most of the spring and summer. It is estimated that the houses now built and in the process of construction will hold enough to make between 250 and 300 vessel loads. This means the employment of a small army of longshoremen who will receive from 35 to 50 cents an hour for their services, consequently there will be no lack of employment for common laborers during the coming season. Hamilton & Co. will next week begin work at Horseshoe Bay on an icehouse 200x75 feet, and will build another if the weather continues favorable. The sides of the house will be built of slabs, of which there are thousands of cords on the ground, the only lumber used being for roofing. They have ice from 16 to 18 inches thick and of the best quality.

Feb. 22, 1890 – DC Advocate: Judge Hamilton has gone to Chicago to make arrangements for putting up ice, and should he make a strike he and Walt Youngs expect to harvest several thousand tons at Horseshoe Bay during the next few weeks.

Feb. 28, 1890 – The Independent: F. J. Hamilton returned on Monday from Chicago, where he went last week to obtain tools to be used in storing ice at Horseshoe Bay.

Some of our business men are taking steps to inaugurate a more liberal policy toward the ice companies in the matter of taxation. These companies are spending many thousands of dollars among our people, and at a time when that money is most needed. Not only are citizens of this village benefited, but farmers from the surrounding country find remunerative employment for themselves and teams. In the erection of icehouses every man who can drive a nail straight receives at least two dollars a day, while common laborers are paid from \$1.25 to \$1.50 a day. This work comes at a season when most of the men would either be idle or would be employed at much lower wages, many of them in shaving shingles that bring only from \$1 to \$1.75 a thousand. It is poor economy therefore to "kill the goose that lays the golden eggs" by so heavily taxing the companies that they are driven from us or come here only when obliged to do so. Much better would it be to assess lightly or not at all a business from which every tax payer receives much more benefit than he would from the sum which

the town's treasury. Let the buildings be assessed at a low rate, but permit the ice stored to escape taxation, it being a perishable product and one that not only costs us nothing but may be left to melt in the houses, as has sometimes been the case when the companies have not needed to take it away, having stored it here merely as a reserve supply. At most we would obtain from these companies only a few hundred dollars in taxes, while in so doing they may, as in former years, avoid this locality as much as possible, thus depriving us of thousands of dollars which would otherwise be annually disbursed among our citizens.

Mar. 1, 1890 – DC Advocate: F.J. and C.S. Hamilton & W.G. Young have formed a company and they began work down at Horseshoe Bay this week. The firm will draw its ice supply from the bay, where an excellent quality is to be found at this time. There is also an abundance of material right on the ground, and should the weather continue favorable for a couple of weeks a large quantity of ice will be stored at that point.

Mar. 7, 1890 – The Independent: Messrs. Hamilton & Young are rushing things at Horseshoe Bay where they are engaged in storing ice. The ice business at Horseshoe Bay is rushing, Capt. John McDonald bosses the cutting while "Cy" Hamilton bosses the putting up of the house, slides, etc. The building will be 340x90 feet and 30 feet in height and will hold at least 10,000 tons. About fifty men will be employed when everything is moving, and it is a good thing for our citizens.

Mar. 8, 1890 – DC Advocate: Hamilton & Youngs are putting up clear blue ice at Horseshoe Bay that is eighteen inches thick. The quality is excelled by none. Those who put up ice on speculation estimate the first cost at thirty cents a ton. This includes lumber, buildings and everything.

Mar. 14, 1890 – The Independent: At about seven o'clock last Wednesday evening fire broke out at Horseshoe Bay in a house occupied by the ice company, and the structure was burned to the ground. The building was used as a lodging house by thirty of the company's men.

The ice company at Horseshoe Bay is building more substantially than they at first contemplated and are putting up a splendid quality of ice. It cannot be beat, and if any ice commands a ready market this should do so.

Everything in the shape of a team has been busy hauling during the past week. There has been plenty of snow, but it has not packed any during the past ten days, consequently it has been hard on teams and men.

Mar. 15, 1890 – DC Advocate: Hamilton & Co. have been offered \$5.00 a cord for their ice at Horseshoe Bay. A cord is equivalent to about three tons, which would be at the rate of \$1.66 a ton. It is not known whether the offer will be accepted.

Mar. 21, 1890 – The Independent: To the Editor of The Independent: HORSESHOE BAY, March 11. Will Nelson met with quite an accident while working in the icehouse. He was engaged in running ice from the slide to the storing room when a cake got stuck. He went forward to help it along when he accidentally slipped into the slide, his legs getting fastened between the timbers. While so imprisoned another cake of ice

weighing about 900 pounds came down and jammed his legs against the side of the slide, but fortunately no bones were broken.

Mark Holt, Alfred Holt, Wm. King and Fred Johnston, of Sturgeon Bay, arrived here on the 9th instant. They are engaged in working for the ice company. Irving McDonald, of Ahnapee, who was employed here on the ice a few weeks, returned home on the 8th instant, being troubled with snow blindness.

The horse race which was to have taken place at this burg was postponed until the ice is in better condition.

A few days ago E.O. Anderson fell from the slide while assisting in storing ice. He was standing near the edge of the platform, when a cake of ice left the jack and came down the slide leading into the storing room. It came so rapidly that it could not follow the curve of the slide entering the building and in trying to stop it he was thrown from the platform and fell upon a pile of lumber below, He has about recovered from the effects of the fall.

The ice house at Horseshoe Bay is being filled rapidly. There have been several accidents but none of a serious nature.

Mar. 22, 1890 – DC Advocate: The warm weather of the past few days has caused all the ice companies operating here to suspend operations. Hamilton & Co., at Horseshoe Bay, also quit work Thursday, the ice having become too porous for stowing. They got their house only about half full.

May 7, 1890 – DC Advocate: The steambarge A. E. Wilde was in port this week preparatory to going into the ice carrying trade between Horseshoe Bay and Chicago. She was housed in and will carry cargo both in the hold and on deck.

May 17, 1890 – DC Advocate: Hamilton & Co. have sold their ice at Horseshoe Bay to a Chicago firm for \$1.36 per ton. There are about 3,000 tons in the lot. (*far from the 10,000 tons speculated on*)

May 24, 1890 – DC Advocate: (*Just a week later*) The sale of the ice belonging to Hamilton & Co., at Horseshoe Bay, has been declared off, the parties having refused to pay the figure agreed upon in the first place. Up to this writing no sales have been made of any of the ice stored at this point by private parties, and there probably won't be as long as this weather continues.

June 20, 1890: The Independent: (*It's now already the end of June*) Judge F. J. Hamilton went to Chicago on Saturday to negotiate for the sale of the ice stored by his company at Horseshoe Bay.

July 7, 1890 – DC Advocate: The schooner John Raber, Capt. J. P. Clark, is taking a cargo of ice at Horseshoe Bay for a Chicago firm.

July 31, 1890 – The Republican: The schooner John Raber, Capt. J. P. Clark, took in a cargo of ice at Horseshoe Bay during the past week.

Sept. 26, 1891 – DC Advocate: (*The last mention of the commercial ice business at Horseshoe Bay*). The Liberty took a cargo of ice down to Washington Harbor Sunday and on her return loaded with slabs at Horseshoe Bay. The fuel was for

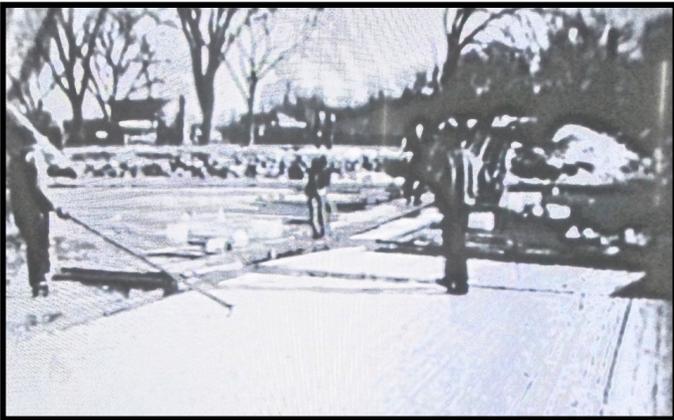
the fog signal station at the canal. *(The last mention of the commercial ice business at Horseshoe Bay)*

Back in the February 21, 1890 Independent newspaper it was stated that 250-300 vessel loads of ice could be shipped out of Horseshoe Bay; however, only two deliveries were reported in the newspapers. After the investment in the tools and the storage facilities, and many man-hours of work, trouble came in a hurry as reported in the March 22, 1890 Advocate - "early on, warm weather". Speculation on the ice industry had its problems. Hamilton & Young's ice just melted away. You can't hold ice waiting for the price to go up, especially if your warehouse just uses sawdust for insulation.

Moral of the story, don't put your money on ice.

APPENDIX

Making Ice for the Alpine Resort and Egg Harbor



Top left photo, cutting and moving ice blocks for removal from the water. Top right, unloading the ice blocks on Cty. G using gravity to slide the blocks down into the Alpine's ice house below Cty. G in the bottom right photo.



Making Ice

Actually, Mother Nature made the ice, they just processed it for their use.

At one time, it was a yearly event in January-February for many in Egg Harbor



Making Refrigeration Ice:

1 - Saw the ice into desired sizes with hand saw, or later on a power saw - (*basically wood sawing tools*).

2 - Float the ice blocks along a channel to a collection point.

3-4-5 - Lift the ice from the

bay with an elevator onto a truck, or early on horse drawn sleigh.

6 - Later machines were used to provide the necessary cutting and lifting.

7 - Lift ice blocks into the ice house where sawdust was used for storage insulation.

8-9 - Deliver the ice to the customer's 'ice box'.



An appropriate ending is this "cool story" told to us by Marie Wulf, daughter of Milton Wulf who owned the old Wulf Grocery Store in Egg Harbor, it speaks of life in Egg Harbor - (1934-1956). It happened when Milton was on his regular ice delivery route to the homes of summer residents; as accustomed in

small towns, many times deliveries were done by just walking into the house and dropping off the ordered merchandise, in this case, blocks of ice into the ice box. Upon entry into a kitchen to do so, Milton encountered a lady standing in a wash tub in the middle of the kitchen floor, in-the-buff, taking a bath...just another day of life in the history of small town Egg Harbor. Milton just couldn't leave the ice outside the kitchen door on the porch, it could have melted by the time someone got to it, just like Hamilton and Young's ice.

Making Ice and Ice Fishing Stories

From Door County Newspapers

Feb. 16, 1883 - Weekly Expositor Independent - An ice belt, ten feet thick, is reported to span the mouth of Egg Harbor, though ordinarily the ice on Green Bay is but from ten to fourteen inches thick. Sailors are prophesying a late spring that navigation will not be open until May, etc....

Nov. 22, 1883 - DC Advocate - Recent gales did much damage to fisherment on Lake Michigan and Green Bay. Every gill-net belonging to John Adamson, Whitefish Bay, was carried away. The nets were all entirely new, and their loss is a serious one. Two pound-nets belonging to Thomas Green and J. Baker, Egg Harbor, were destroyed and carried out by Thursday's northwester, and George Stevenson's pound-net, at Horseshoe Bay, was lost in the same blow. John Steven-son, Little Sturgeon, lost two or three pound-nets, and Mr. Swanson and others, who have five pound-nets at Schumacher's Point, near Red River, lost three from the effects of the ice and wind. The average value of the pound-nets was about five hundred dollars, and their destruction at this time must greatly reduce the season's business, as the nets can-not be replaced this fall.

Feb. 11, 1886 - DC Advocate - James Larson and Robert Graham, who began fishing at Horseshoe Bay on the 16th of January, have been meeting with good success. They have thirty-two large, new nets, which they have lifted as often as the weather permitted, the whitefish and

trout they have taken being of good size, some of the whitefish weighing eight and

nine pounds and trout running as high as fourteen pounds. Up to last Saturday they had caught nineteen hundred pounds, a part of which has been sent to Manitowoc and the remainder to Racine. Andrew Larson established a fish market in Manitowoc on the first of last October, and is selling most of the whitefish caught by Larson & Graham, a ton having been sent to him about a week ago. The operators realize eight and a quarter cents for whitefish here, and seven cents for trout. They first put in their nets about nine miles from shore, in the neighborhood of Green Island, but were obliged to remove them on account of the superabundance of lawyers.

These fish seemed determined to be caught, and tangled the nets so much as to be a serious nuisance. After standing the racket for some time it apparent that the lawyers did not intend to allow any other fish to be caught, and the nets were therefore removed to their present location nearer this shore. It was

noticed that the lawyers were filled with spawn, which some fishermen consider an unusual circumstance. William Graham and James Brooks are at work in the same vicinity, and are also doing a profitable business, their catch up to Saturday being thirteen hundred pounds.

Mar. 11, 1886 - DC Advocate - One morning recently when George F. Roberts visited his nets, which are five or six miles from Horse-shoe Bay, he found a rabbit in some firewood that was outside of the shanty. How the animal came out there is a mystery, but Mr. Roberts thinks that it was pursued by some enemy and ran out on the ice for several miles until it found

shelter behind the friendly woodpile. The animal was caught by Mr. Roberts and upon his return home conveyed ashore and turned loose in the brush.

Jan. 20, 1887 – DC Advocate - The following paragraph is taken from the *Marinette Eagle* of Saturday: "William Graham, of Horseshoe Bay, came across Green Bay on Tuesday morning with a load of fish. When about a half a mile from this shore both of his horses, in attempting to cross a crack in the ice got into the water, Mr. Graham shouted and some men at work at Nowack's icehouse went to his relief and succeeded in getting the animals out without much damage. They were driven around until warmed up and then put in a barn whence they emerged apparently no worse for their ducking.

Nov. 4, 1887 – The Independent – Wm. Graham has a pound net in the vicinity of Horseshoe Bay and is doing well. Mostly trout are caught which are taken to Meuekaunee (*Michigan*) for market.

Jan. 13, 1888 – The Independent - A new village has sprung up within the last week extending from Horseshoe Bay to here and is located on the ice. The houses are generally white made of cotton cloth and inhabited by fishermen. Off Horseshoe Bay are two men from Lily Bay, G. C. and H. H. Rathburn. Others; Wm. Graham and J. W. Brooks, A. J. and W. LeRoy, Hans Larson and Louis Colomb. The ice is reported to be from 6 to 14 inches thick. The catch is light being mostly bluefins.

Jan. 21, 1888 – DC Advocate - There are about a dozen men employed in fishing off this point and Horseshoe Bay, and as

near as can be ascertained they are all doing pretty well. The catch comprises mostly bluefins and the smaller grade of whitefish and trout, but few large fish being taken for some unaccountable reason. Among the luckiest ones is Capt. W. L. Graham, who is reported as doing the best of any.

Nov. 17, 1888 – DC Advocate - A number of persons are engaged in fishing off Horseshoe Bay, but the catch is exceptionally light. ??????

Dec. 28, 1888 – The Independent - School closes in the second district on the 3d of January. H. H. Rathbun intends to fish during the winter if the ice does not forget to form.

(Rathbun was HSB's teacher)

Jan. 25, 1889 – The Independent - On Friday last Matt Snyder and William Snyder went to Horseshoe Bay in search of their gill nets which were carried northward on Wednesday night by the break up of the ice off the mouth of Sturgeon Bay. When about a mile and a half from Horseshoe Bay, Matthew broke through the ice and while he was able to support himself he could not get out the surrounding ice being so weak that it gave way when he attempted to lift himself upon it. The accident was witnessed by Chauncey Thayer, jr. and Charles Ferris, who were a quarter of a mile distant, and who hastened to the assistance of Mr. Snyder. Mr. Thayer first tried to reach Mr. Snyder with an ice-cutter he was carrying, but he stumbled and the cutter flew from his hands, landing upon a weak spot where it could

not be recovered. Then Mr. Thayer crept upon his hands and knees toward Mr. Snyder, while Mr. Ferris did the same

from the opposite direction, and they were thus able to reach their friend and pull him out of the water. Mr. Snyder was nearly exhausted by his efforts to escape and by his long immersion in the the cold water, and would soon have perished had not assistance arrived so promptly. He says that this experience winds up his fishing for the season. In his struggle to get out he broke through the ice for several rods, and was on the point of going down when his rescuers reached him

Mar. 11, 1893 - DC Democrat - of a sensation was created in certain circles within the week by the announcement that a bill had been formulated and introduced in the legislature which, if passed, would practicably compel the fishermen operating in this vicinity to go out of the business altogether. On Monday morning Capt. Albert Kalmbach and H. Adamson hurried to Madison to interpose an objection to the passage of the bill. They returned home Wednesday, and when Capt. Kalmbach was seen about the matter by a reporter he stated that the bill as submitted would make it unlawful to fish with nets having less than four and a half inch mesh anywhere between Red River and Horseshoe Bay, on the east shore of Green Bay, and there is no doubt but what the measure would have become a law had the committee having the matter in charge not been interviewed and urged to change and modify it The originators of the bill also agreed to strike out the objectionable features, and no further apprehension is felt on the subject by the fishermen.

Feb. 19, 1896 – DC Democrat - A. Kalmbach shipped on Thursday about 10,000 pounds of

herring to Chicago parties. The herring were caught at Horseshoe Bay and Egg Harbor.

Mar. 7, 1896 – DC Democrat - John and Conrad Grovogel, Jr., who are engaged in fishing at Horseshoe Bay, are said to be meeting with good success. Glad to hear it, boys.

Nov. 28, 1896 – DC Advocate - The steam-barge Liberty, Captain John Johnson, left port Monday morning for Horseshoe Bay to load package fish for Green Bay city and lay up for the winter, but was forced to run back on account of the south- west sea. She got away again the following day and made a go of it.

Jan. 30, 1897 – DC Advocate - Jarvis and James Maples, jr., began setting their gill nets in Green Bay off Horseshoe Bay on Monday morning, by which time the ice was as solid as a rock.

Oct. 16, 1897 – The Advocate - And. J. Anderson has got his pound-net in the water off Horseshoe Bay, but it is hard to tell what the harvest will be.

Dec. 18, 1897 – DC Democrat - Jarvis and James Maples left the latter part of last week for Horseshoe Bay, where they will make preparations to commence the winter fishing operations.

Jan. 15, 1898 – The Advocate - John Pallster has removed to Horseshoe Bay for the winter where he will engage in gill net fishing as soon as the ice on Green Bay becomes sufficiently firm. He returns to his old stamping ground down the bay shore in April or thereabouts.

Mar. 19, 1898 – The Advocate - John Pallster, who has been fishing at Horseshoe Bay, is about ready to return home, being engaged in

taking out his nets this week. The catch has been very light.

Oct. 15, 1898 – The Advocate - Jarve and James Maples, Jr., are still employed in fishing on the west shore of Green Bay for Mathias Bailey. They will remain there until the close of navigation when they return here to resume operation off Horseshoe Bay with their pound-nets which are to be fished through the ice again.

Dec. 10, 1898 – The Advocate - Jarve and Jas. Maples, Jr., have returned home from the West shore and are now getting ready to engage in pound-net fishing at Horseshoe Bay.

Dec. 31, 1898 – The Advocate - Fishermen around Whitefish Bay are completing arrangements for a brisk season on Green Bay off Horseshoe Bay.

Feb. 4, 1899 – The Advocate - Most of the local fishermen are operating off Horseshoe Bay this winter, but it is not known what kind of luck they are meeting with.

Apr. 8, 1899 – The Advocate - The Maples brothers, who have been fishing off Horseshoe Bay during the past winter, have made good money. The catch consisted wholly of herring and six tons were taken out of the nets in one lift. The fish were sold for 85 cents a hundred on the ice. Those in packages brought \$1.75 and \$1.90.

Feb. 3, 1900 - The Advocate - Maples & Co. have one pound-net in at Horseshoe Bay and this week finished putting in another. As good luck would have it the late movement of ice in Green Bay did not affect their property, which remained in its place throughout the turmoil that ensued.

Feb. 21, 1890 – The Independent - **Laying Up Treasures for the Sunny South.** Five companies are now engaged in storing ice on this bay and it is probable that the number

will be increased since it is now considered certain that the crop near Chicago must be a total failure. One company which visited this place but afterward concluded to locate at Two Rivers had hardly begun operation before mild weather compelled a suspension of work, and now Sturgeon Bay is the Mecca toward which all ice men are more or less devoutly turning. But should there be no increase of the number at present engaged in storing there will be enough ice housed to keep a large fleet of vessels busy during most of the spring and summer. It is estimated that the houses now built and in the process of construction will hold enough to make between 250 and 300 vessel loads. This means the employment of a small army of longshoremen who will receive from 35 to 50 cents an hour for their services, consequently there will be no lack of employment for common laborers during the coming season. Hamilton & Co. will next week begin work at Horseshoe Bay on an icehouse 200x75 feet, and will build another if the weather continues favorable. The sides of the house will be built of slabs, of which there are thousands of cords on the ground, the only lumber used being for roofing. They have ice from 16 to 18 inches thick and of the best quality.

Feb. 22, 1890 – DC Advocate - Judge Hamilton has gone to Chicago to make arrangements for putting up ice, and should he make a strike he and Walt Youngs expect to harvest several thousand tons at Horseshoe Bay during the next few weeks.

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Feb. 28, 1890 – The Independent - F. J. Hamilton returned on Monday from

Chicago, where he went last week to obtain tools to be used in storing ice at Horseshoe Bay.

Some of our business men are taking steps to inaugurate a more liberal policy toward the ice companies in the matter of taxation. These companies are spending many thousands of dollars among our people, and at a time when that money is most needed. Not only are citizens of this village benefited, but farmers from the surrounding country find remunerative employment for themselves and teams. In the erection of icehouses every man who can drive a nail straight receives at least two dollars a day, while common laborers are paid from \$1.25 to \$1.50 a day. This work comes at a season when most of the men would either be idle or would be employed at much lower wages, many of them in shaving shingles that bring only from \$1 to \$1.75 a thousand. It is poor economy therefore to "kill the goose that lays the golden eggs" by so heavily taxing the companies that they are driven from us or come here only when obliged to do so. Much better would it be to assess lightly or not at all a business from which every tax payer receives much more benefit than he would from the sum which the town's treasury. Let the buildings be assessed at a low rate, but permit the ice stored to escape taxation, it being a perishable product and one that not only costs us nothing but may be left to melt in the houses, as has sometimes been the case when the companies have not needed to take it away, having stored it here merely as a reserve supply. At most we would obtain from these companies only a few hundred dollars in taxes, while in so doing they may, as in former years, avoid this locality as much as possible, thus depriving us of thousands of dollars which would otherwise be annually disbursed among our citizens.

Mar. 1, 1890 – DC Advocate - F. J. and C.S. Hamilton & W.G. Youngs have formed a

company and they began work down at Horseshoe Bay this week. The firm will draw its ice supply from Green Bay, where an excellent quality is to be found at this time. There is also an abundance of material right on the ground, and should the weather continue favorable for a couple of weeks a large quantity of ice will be stored at that point.

Mar. 7, 1890 – The Independent – Messrs. Hamilton & Youngs are rushing things at Horseshoe Bay where they are engaged in storing ice.

The ice business at Horseshoe Bay is rushing, Capt. John McDonald bosses the cutting while "Cy" Hamilton bosses the putting up of the house, slides, etc. The building will be 340x90 feet and 30 feet in height and will hold at least 10,000 tons. About fifty men will be employed when everything is moving, and it is a good thing for our citizens.

Mar. 8, 1890 – DC Advocate - Hamilton & Youngs are putting up clear blue ice at Horseshoe Bay that is eighteen inches thick. The quality is excelled by none. Those who put up ice on speculation estimate the first cost at thirty cents a ton. This includes lumber, buildings and everything.

Mar. 14, 1890 – The Independent - At about seven o'clock last Wednesday evening fire broke out at Horseshoe Bay in a house occupied by the ice company, and the structure was burned to the ground. The building was used as a lodging house by thirty of the company's men.

The ice company at Horseshoe Bay is building more substantially than they at first contemplated and are putting up a splendid quality of ice. It cannot be beat, and if any ice commands a ready market this should do so.

Everything in the shape of a team has been busy hauling during the past week. There has

been plenty of snow, but it has not packed any during the past ten days, consequently it has been hard on teams and men.

Mar. 15, 1890 – DC Advocate - Hamilton & Co. have been offered \$5.00 a cord for their ice at Horseshoe Bay. A cord is equivalent to about three tons, which would be at the rate of \$1.66 a ton. It is not known whether the offer will be accepted.

Mar. 21, 1890 – The Independent - To the Editor of The Independent: HORSESHOE BAY, March 11. Will Nelson met with quite an accident while working in the icehouse. He was engaged in running ice from the slide to the storing room when a cake got stuck. He went forward to help it along when he accidentally slipped into the slide, his legs getting fastened between the timbers. While so imprisoned another cake of ice weighing about 900 pounds came down and jammed his legs against the side of the slide, but fortunately no bones were broken.

Mark Holt, Alfred Holt, Wm. King and Fred Johnston, of Sturgeon Bay, arrived here on the 9th instant. They are engaged in working for the ice company. Irving McDonald, of Ahnapee, who was employed here on the ice a few weeks, returned home on the 8th instant, being troubled with snow blindness. George McDonald spent a few days at his home in Sturgeon Bay last week. Walt Youngs will depart for Tennessee this week. We are sorry to lose you Walt, but hope to soon see your smiling face among us again. Fishing will soon be at a premium and we want your judgment on the weight of those we catch, well knowing that anything you assert may be accepted as "straight goods."

Capt. Clark was seen in our burg on the 10th inst., after an absence of about a week.

Dick Spalsbury returned on the 3d inst. from a visit to relatives and other friends in Salona and Sturgeon Bay.

The horse race which was to have taken place at this burg was postponed until the ice is in better condition.

A few days ago E.O. Anderson fell from the slide while assisting in storing ice. He was standing near the edge of the platform, when a cake of ice left the jack and came down the slide leading into the storing room. It came so rapidly that it could not follow the curve of the slide entering the building and in trying to stop it he was thrown from the platform and fell upon a pile of lumber below. He has about recovered from the effects of the fall.

The ice house at Horseshoe Bay is being filled rapidly. There have been several accidents but none of a serious nature.

Mar. 22, 1890 – DC Advocate - The warm weather of the past few days has caused all the ice companies operating here to suspend operations. Hamilton & Co., at Horseshoe Bay, also quit work Thursday, the ice having become too porous for stowing. They got their house only about half full.

May 7, 1890 – DC Advocate - The steambarge A. E. Wilde was in port this week preparatory to going into the ice carrying trade between Horseshoe Bay and Chicago. She was housed in and will carry cargo both in the hold and on deck.

May 17, 1890 – DC Advocate - Hamilton & Co. have sold their ice at Horseshoe Bay to a Chicago firm for \$1.36 per ton. There are about 3,000 tons in the lot.

24, 1890 – DC Advocate - The sale of the ice belonging to Hamilton & Co., at Horseshoe Bay, has been declared off, the parties having refused to pay the figure agreed upon in the first place. Up to this writing no sales have been made of any of the ice stored at this point by private parties, and there probably won't be as long as this weather continues.

June 20, 1890 – The Independent - Judge F. J. Hamilton went to Chicago on Saturday to negotiate for the sale of the ice stored by his company at Horseshoe Bay.

July 7, 1890 – DC Advocate - The schooner John Raber, Capt. J. P. Clark, is taking a cargo of ice at Horseshoe Bay for a Chicago firm.

July 31, 1890 – The Republican - The schooner John Raber, Capt. J. P. Clark, took in a cargo of ice at Horseshoe Bay during the past week.

Sept. 26, 1891 – DC Advocate - The Liberty took a cargo of ice down to Washington Harbor Sunday and on her return loaded with slabs at Horseshoe Bay. The fuel was for the fog signal station at the canal.

Mar. 3, 1900 – The Advocate - Maples & Co., operating at Horseshoe Bay, are not doing a great deal in winter fishing, the uncertainty regarding ice conditions seriously hindering matters.

Dec 22, 1900 – The Advocate - **A GALLANT RESCUE. The Chapman Brothers Are Saved from a Watery Grave by the Heroism of Their Neighbors.**

One of the narrowest escapes from drowning and most gallant rescues occurred in Green Bay off Egg Harbor on Tuesday of last week, December 12th. The three Chapman brothers, Albert J., Charles and Nelson, set out from shore at an early hour on the morning of the date above given with the intention of getting in their pound nets. A strong southwesterly wind was blowing, causing a heavy sea to set toward shore. As they approached their objective point the craft, which was a pound-boat, capsized, the fierce wind being too strong even for one of these otherwise safe and beamy structures to stand up under.

Albert was at the tiller, and while he was keeping a sharp lookout for just such an emergency the blast was so sudden that he was taken quite unawares. To make a bad matter worse the sheet of the sail was fastened to the cleat on the starboard side, and this was some distance under water. The helmsman tried to reach down to release it, but this was quite impossible. As the boat was by this time on her beam ends the men clambered on the side and bottom in hopes that the wind would drive them on shore. Their peril was soon afterward discovered by A. J. LaRoy, who ran to the Chapman fisheries as rapidly as possible to obtain a boat. Although there is a good mile between the two places it is a question whether that distance was ever covered in such a short time by any man as in this instance. Quickly launching the skiff, Dell started out to the rescue, but he had a terrible time of it in the teeth of the gale and the big sea that was

running, the frail craft being at times hidden from view of the anxious watchers for half a minute. Having finally reached the imperiled men a serious problem confronted them. The little boat was too small to carry more than two men at a time, and the work of rescue would therefore be a long as well as exceedingly dangerous one. After a parley it was decided to take Charley, who was to summon assistance further down the bay. This having been successfully accomplished, Frank Wellever, Herbert Truman and Arthur Parent set out in a boat. They were subsequently joined by Jerry LeMere, L. Kinsey, Albert Rockendorf, Geo. Colomb and Walter Norton, who put out in a pound-boat belonging to the first named party. These people had observed the overturned boat from the Village of Egg Harbor as it was gradually being carried out into the bay. They also noted that the Truman boat was very badly handicapped in the storm, which appeared to be on the increase rather than diminish. But

even the LeMere boat found the gale so strong that she could only carry a reefed stay-sail. After a long and desperate struggle, with the wind and sea the two men were finally rescued and set ashore at Juddville, off which point they had drifted by this time. When they got ashore they were about "bushed," having been exposed to the fury of the storm since about 6 o'clock that morning. They were revived with draughts of liquor, a bottle of which had thoughtfully been placed in the boat by Mr. LeMere, and then taken to their home, which is located near the south point of Horseshoe Bay.

One of the difficulties that the second rescuing party encountered was the fact that the LeMere boat had her center-board frozen, and before a start could be made this had to be thawed out.

The craft had been righted, and which the occupants were vainly trying to free of water, but which poured back into her from the breaking seas, had to be abandoned, its water-

logged condition making it impossible to tow it to land. It was subsequently picked up by the steamer Hill and restored to the owners, being none the worse for wear and tear.

The Chapman brothers feel very grateful to the parties above enumerated, and if ever there was a case in which brave men risked their own lives to save that of their neighbors this is one of them. Only for their daring and bravery it goes without saying that all three of the brothers must have perished for a certainty.

Feb. 2, 1901 – DC Democrat - Ernst Anclam has gone to Horseshoe Bay where he will put in pound-nets and fish through the ice the balance of the winter. We certainly wish him success.

Feb. 16, 1901 – The Advocate - Jarve and James Maples brought in two loads of fresh herring from Horseshoe Bay Wednesday. There were about 4,500 lbs., the result of one lift from two pound-nets. The catch was received by Capt. A. Kalmbach, who paid \$1.25 a hundred weight.

May 4, 1901 – The Advocate - August and Robert Kezo, who are fishing down at Horseshoe Bay for A. J. Anderson, were up Tuesday. They report the catch of herring quite satisfactory, being able to make good wages during the spring run.

May 18, 1901 – The Advocate - August Kezo was up from Horseshoe Bay Monday purchasing supplies. He reports that the catch of herring is all that can be desired, it being all that the six men can do to keep one of the two pound-nets clear. On an average of 75 packages a day are being put up. The other net had not been touched in three days owing to the jam. Captain Kalmbach handles the catch, and \$1 per package is being paid for filling, the buyer providing empties and salt.

June 1, 1901 – The Advocate - The Maples brothers, Jarvis and James, Jr., and Fred Wilkie, have removed their fishing outfit from Horseshoe Bay to Lily Bay. The boys put up 800 packages of herring during the present spring, a very satisfactory season's business. Adamson & Lauscher put up 700 barrels during the same time. Each firm fished two pound-nets.

May 24, 1902 – The Advocate - C. Grovogel and son will this week remove their fishing outfit from Horseshoe Bay to Jacksonport. Fishing on that side has been so poor that they could ill afford to remain longer.

Jan. 31, 1903 – The Advocate - Adamson, Lauscher & Wilkie of Whitefish Bay have transferred their fishing operations from that

place to Horseshoe Bay, where they put in one or more pound-nets for herring.

Mar. 21, 1903 – DC Democrat - The fishermen are pulling out their nets here and at Horseshoe Bay.

Apr. 11, 1903 – Democrat - The fishermen of Egg Harbor, including the Messrs. LeMere, Rittenberg, Kinsey and Worachek of the village, and Maples Bros., Colomb, Truman, Adamson and Anderson of Horseshoe Bay have driven their stakes and are getting their twine in readiness for spring fishing.

May 23, 1903 – The Advocate - There are seventeen pound-nets stationed between Horseshoe Bay and Juddville, and fair catches are reported. These comprise mostly herring, which have begun to run in large numbers again.

Oct. 17, 1903 – The Advocate - When Jarve Maples lifted his nets at Horseshoe Bay last Friday he found an overcoat lodged in the lead. The garment proved to be the property of Henry Robertoy, one of the victims of the

Hackley disaster, and was readily recognized by Frank Robertoy, father of the deceased. In the pocket was a copy of the Green Bay Advocate of October 1 and a railroad check. The coat had drifted twelve miles from the place where the Hackley went down, and may be a means of determining the course taken by the bodies of those lost.

Nov. 14, 1903 – DC Democrat - The blows of the past week put a standstill to fishing operations. Much twine was carried out and a great deal of damage done. Jarve Maples lost a pound-net at Horseshoe Bay by the gale of Monday night. Kalmbach, Wilson and Baker lost about 10 boxes of nets. Mishaps of this kind shave the profits of the fishing industry to the zero point.

Jan. 16, 1904 – DC Democrat - The first lift made at Egg Harbor among the fishermen who are operating through the ice, was that of Jim and Jarve Maples, which amounted to thirty hundred pounds. It was disposed of at the rate of \$1.50 per hundred pounds. The banner lift so far was made by Wm. Rittenburg, near Egg Harbor, which was fifty hundred pounds. Many of the fishermen residing in the vicinity of Fish Creek are endeavoring to set their nets in the vicinity of Egg Harbor as there is too much slush ice jammed in about Fish Creek. However, they are having a difficult time finding a suitable place at Egg Harbor as there is already a lineup of sixteen nets owned by parties at that place, extending from Egg Harbor to Horseshoe Bay. There are also several placed further south.

Feb. 6, 1904 – The Advocate - And. J. Anderson, who is operating with pound-nets off Horseshoe Bay, has been making some good catches of herring ever since he began, and business is lively with him.

(Not a fishing story, but of interest of what happened on the ice).

Apr. 9, 1904 – Democrat - A. J. Anderson, of Horseshoe Bay, had a rather thrilling experience on the ice one day last week when crossing from Menominee. He left rather late and darkness overtook him before he got more than half way across. His compass refused to work in harmony with his ideas of his whereabouts so that without any-thing for a guide he drove in a circle on the ice until his horses played out and he was obliged to wait till daylight when he returned home. No ill after effects were experienced by the man or team and no damage resulted except the loss of soda crackers which were fed the team for a recuperatory breakfast.

Aug. 6, 1904 – The Advocate - Mrs. Thos. S. Lyman this week sold the old homestead near

Horseshoe Bay to Geo. Sargent, jr., of Jacksonport, for \$400. The latter will use it in his fishing business.

Aug. 20, 1904 – DC Democrat - Jarves and James Maples, Jr. , of Horseshoe Bay returned to their home after an absence of six weeks. The former being at his old home in Sevastopol, and the latter employed in Sturgeon Bay. The boys are now getting their twine ready to put in for the fall fishing.

Jan 28, 1905 – The Advocate - A. J. Anderson has set a pound-net off Horseshoe Bay, and the first lift made this week showed a good catch of herring. He predicts a profitable season if the ice only remains solid during the coming two months.

Dec. 23, 1905 – The Advocate - The Maples Bros, recently recovered the pot of their pound-net at a point about five miles south of Horseshoe Bay, whither it had been carried by the terrific storm of October 19th. There were three anchor stones weighing about 100 pounds each attached to the net, and in mak-

ing the trip it was necessary to cross over two reefs. Notwithstanding the rough usage the pot was but very little damaged comparatively, and repairs have since been made. The Messrs. Maples will engage in winter fishing as soon as the ice on Green Bay becomes strong enough to bear the weight of men and teams.

Mar. 3, 1907 – DC Democrat - J. Maples , who has been employed at the ship yard during the past winter will now resume his fishing operations near Horseshoe Bay.

Mar. 16, 1907 – DC Democrat - James Maples and family moved from Sturgeon Bay to their old home at Horseshoe Bay last week. Jim will fish during the spring season.

July 4, 1907 – The Advocate - Messrs. Jarve and James Maples, jr., on Saturday returned here from Horseshoe Bay, where for several months they have been engaged in fishing. They do not expect to fish the ensuing fall and winter, but will follow other pursuits.

Nov. 11, 1915 – SB Advocate - Geo. Anderson who is fishing a small gang of gill nets out of here with the gasoline boat Pearl, reports the catch very light. A few years ago the Monument Point reef was considered one of the best fishing grounds on Green Bay, but of late the fish have deserted these waters and moved into new localities.

Jan. 27, 1916 – SB Advocate - Ed. Anderson was in town a few days this week while on his way from his home at Horseshoe Bay to Chicago. He reports “nothin’ doin’ ” in fishing at Horseshoe this winter on account of the condition of the ice, which is so rough and heavy that it is out of the question to put in a pound-net. However, a little further north considerable pound-net fishing is being indulged in again this winter.

Making Ice

Actually, Mother Nature made the ice, we just processed it for our use.

At one time, it was a yearly event in January-February for many in Egg Harbor



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Making Refrigeration Ice:

1 - Saw the ice into desired sizes with hand saw, or later on a power saw - (basically wood sawing tools).

2 - Float the ice chunks along a channel to a collection point.

3-4-5- Lift the ice from the bay with an elevator onto a truck, or early on a horse drawn sleigh.

6 - Later machines were used to provide the necessary cutting and lifting.

7 - Lift ice blocks into the ice house where sawdust was used for storage insulation.

8-9 - Deliver the ice to the customer.

Note: Photos are not of Egg Harbor, the Harborites were too busy making ice to take photos. Photos are from the internet, the process basically was the same wherever.



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The ending: A story from Marie Wulf, daughter of Milton Wulf who owned the Wulf Grocery Store in Egg Harbor speaks of life early on in Egg Harbor - (1934-1956). It happened when Milton was on his regular

ice delivery route to homes of summer residents, as accustomed in small towns, many times deliveries were done by just walking into the house and dropping off the ordered merchandise, in this case a block of ice into the refrigerator. Upon entry into the kitchen to do so, Milton encountered a lady in-the-buff taking a bath in a wash tub in the middle of the kitchen...so was life in small town Egg Harbor.