



Bayview History Bulletin

Summer 2024

Committee Members: Paul Johnson, Ella Cross, Darlene Charboneau, Linda Jorgenson, Susan Raasch, Michael Bunch, Mary Gruhl, Jenny Murphy, Michael Peyton

The Orphan Trains

by Michael Bunch



Elizabeth Humphrey was born in New York City in 1900. She had a mother who was also Elizabeth Humphrey and a father. She boarded a train at the age of 12. It was called an Orphan Train. No one knew the reason. In her early years, and later in life, she never talked about it.

Orphan Trains began through the efforts of Charles Brace, a minister, and philanthropist, through his Children's Aid Society. While Orphan Trains operated, they moved 200,000 to 230,000 children to the American Midwest and west. They were intended to be placed in farms and loving homes, but many were placed as indentured farmhands or domestic servants. Many were placed in difficult and abusive homes. In some cases, girls were placed with bachelor farmers, intending to help with housework, but were raped.



Bayfield train Station



Elizabeth was one of the few success stories. She traveled to Bayfield, Wisconsin where she was adopted by the Peterson family of Red Cliff Wisconsin.

She grew up, prospered and had children of her own. One of whom was Alan Rabideaux who grew up and with his wife Mary Jo, developed Rabideaux Orchards, a very successful business. Alan and Mary Jo Rabideaux were the ones who told us this story.

Land Acknowledgement

Bayview Park is located on the ancestral lands that were cared for and called home by the Ojibwe/Anishinaabeg people and, before them, the Huron, Lakota and other peoples from time immemorial. Ceded by the Ojibwe (Chippewa) in the Treaty of 1854 signed on Madeline Island, this land holds great historical, spiritual, and personal significance for its original stewards. The Bayview History Committee seeks to partner with our Ojibwe neighbors so that we may learn about their history and support their sovereignty and their continued relationship to these lands.

7/4/1913



To Give Dance

The dance which was to have been given at the **Houghton** school house two weeks ago will be given on Saturday evening of this week. All are invited to attend. The proceeds from the dance will go toward purchasing a piano for the **Houghton** school.



Graffiti on the walls of Houghton Depot

By Susan Raasch

When the interior walls of the depot were removed and the graffiti discovered, a window into Houghton's history was found. Since that day, the community's personality has been resurfacing through the discovery of publicly recorded information found in census, war draft records, and newspaper articles, just to list a few. Included in this bulletin are four individuals who left their mark at the depot. You may find the surnames familiar.



H Bryan and E Bryan

are both carved on the depot's interior walls. These two were children of Edwin O. and Mary J. Bryan. Because the graffiti was carved,

an assumption is made the two were sons Herbert (Bert) William and Edwin (Edward) James.

But there were two sisters in the family with these same first name initials, Hazel and Emily. Just maybe, one or both girls contributed to the depot artwork. The Bryan family was rounded out with two more children, Marjorie and William (aka R. Bill).

The parents, Edwin and Mary were born in England and came to the United States in 1885 & 1886 respectfully. Both were ~25 years of age when they arrived. They married and had 6 children between 1889 and 1905; all were born in Washburn. The four children with first initials H or E all turned 16 years old between 1905 and 1911. Emily, the eldest, married Julius Caspersen. In the 1910 census, the couple is living in Washburn. Julius is a lead burner at the powder plant.

Marjorie, Emily's sister, is living with them. She is listed as a servant, age 11. In 1920, the couple lived in Houghton, MI with three children. Their eldest daughter is named after Marjorie who died in 1918 soon after graduating from high school. In the 1930 & 1940 census, Emily and her family continue to live in Houghton, Michigan. The house was the fullest in 1930 listing 5 children.

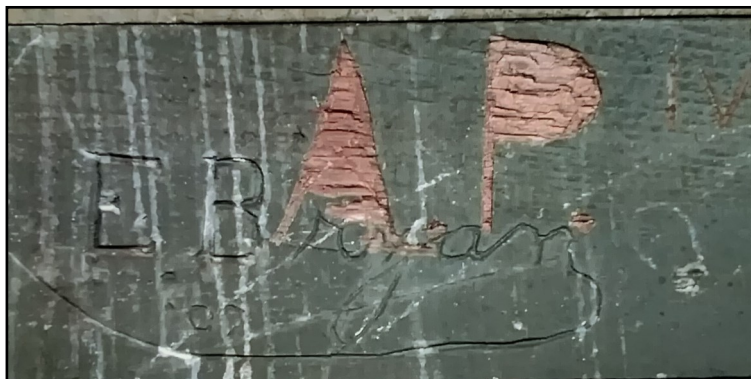
Edwin was the second child born. As an adult, he went by Edward James (Ted). He clearly stated and signed his WWI

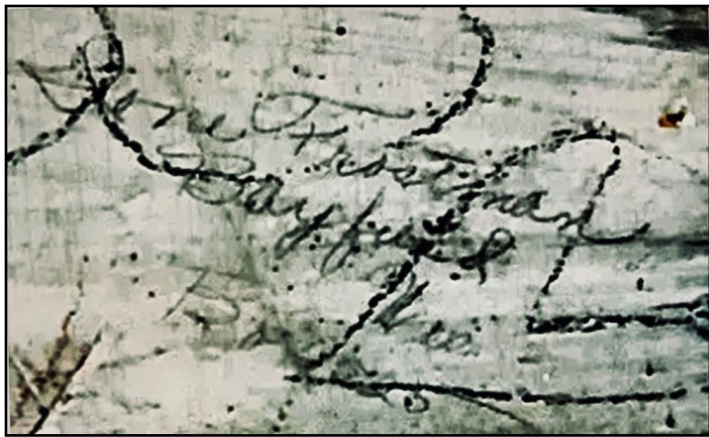
draft card as Edward James Bryan. He and his wife Deane had four children. He worked for Dupont during both World Wars in the production of TNT. Edward was a milk dealer in the 1930 census, but he was better known in Washburn as a truck farmer specializing in strawberries and raspberries. In the 1950 census, EJ Bryan is living in Tripp, Bayfield County. He is listed as a farmer and resides next to his younger brother William who is working as a commercial fisherman. Edward passed in 1968.

Herbert (Bert) William was the third child in the Bryan family. At age 24 he is single and employed at the Dupont Powder Co. This is in June of 1917. By the 1920 federal census, he is married to Leah nee Hendrickson. The couple is living with her parents. In the 1930 census, the couple is residing in Iron Mountain, MI. He is working as a chemical worker in an auto factory. By 1940, the couple is back in Washburn and Herbert is working at the munition factory. In 1950 the couple is in Ashland and Herbert is now working for the railroad. Leah's mother is living with them. Throughout the census, there were no children listed.

Hazel, the fourth child in the Bryan family, went on to marry George Gulick. They were in Milwaukee by the 1930 federal census. Two daughters were included in the household. George was an interior painter. Little is revealed about this couple. It's assumed they lived out their lives in Milwaukee. Hazel and George showed up again in the 1950 Milwaukee census and were buried there.

The Bryan children grew up in the Houghton area, and were neighbors to the Frostman, Bodin, Nicholson and Williamson families which are other names found on the depot walls. Their father, Edwin Oscar, was active in local politics. He was the alderman for many years representing Ward I in Washburn which included the Houghton area. He was elected Mayor of Washburn twice, first in 1914 and again in 1923. Involved in the community at differing levels, his name frequently appeared in the local newspaper. It must have been a busy home. BHC / August 2023 / SK Raasch



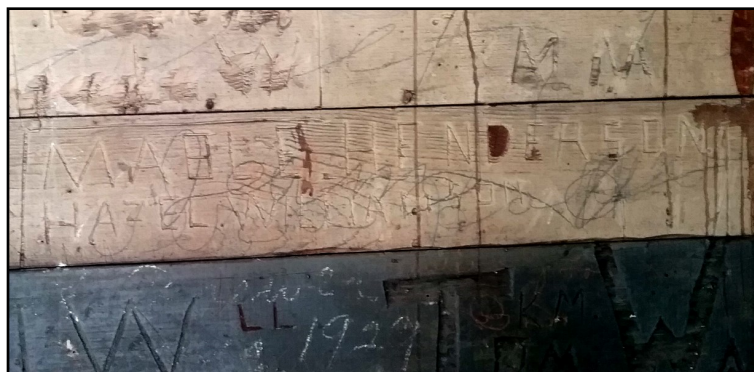


Ione Frostman born in 1915, was the third child of Ole and Helga Frostman. Ole was born in Norway but spent most of his young years in Bayview on Frostman Road. Helga was Norwegian, but she was a Wisconsin native. Her home was in Bayfield. Ione is recorded with her family in three censuses from 1920 through 1940. In 1920, the Frostman family is living in Grand Forks, North Dakota. Ione is just shy of her fifth birthday; sister Viola is 18 and brother John is 7 years of age. Ole, her father is a steam fitter in the plumbing business. By 1930, the family is in the City of Bayfield, Wisconsin. Viola and Iona live with their parents. Ole, a commercial fisherman is operating a camp with Sievert Tiegen on Presque Isle (Stockton Island). In August of this census year, Ione and her mother visited the fishing camp and went blueberry picking. Ione became separated and was lost for several hours on the island. It was late into the night when Ione was finally found and brought to the camp by Ojibwe living on the island. This event was headline news in Bayfield and Washburn. The last time Ione is found in a Federal Census, it is 1940. She is single, age 25 and living with her parents and younger brother James in the City of Bayfield. No occupation is listed for Ione, but both Ole and James are in the commercial fishing business. Four years earlier, Ole had a 42 foot long wooden fishing tug built; it was named after his daughter. Years later, Ione is noted to be living in Detroit, but further details about her remain elusive. BHC/April 2024/SK Raasch

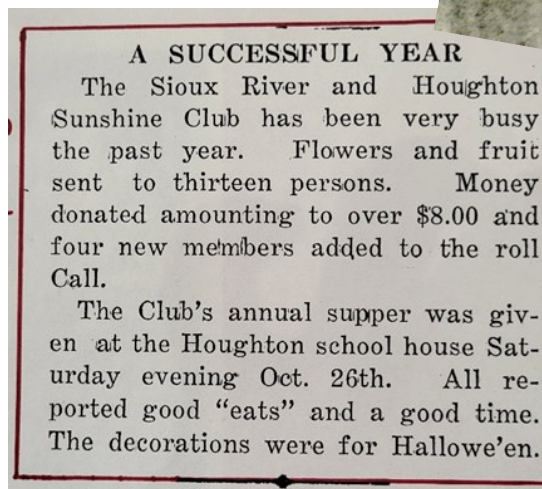
Mabel Henderson This woman was born 1896 in Wisconsin. She was the daughter of William Henderson and Mary nee Wakinson. Both parents were Canadian born. William, of Scottish descent, was born 1859 in Quebec. This family first appears in Houghton Village during the 1895 census. William reports three people in his household. There are two females and one male. Two were born in British America and one born in the United States.

The 1900 Federal Census reveals more details. William, a day laborer has 3 daughters named along with his wife,

Marion. Mabel is 3 years old; she is the middle child between sisters May and Lillian. In the 1905 census, William is listed as a quarryman. Mabel, age 9, has a younger brother, George, in addition to her two sisters. The 1910 census records the Wm Henderson family next to the Frostman family on Houghton Rd. William is working in the stone quarry. The mother, Mary passes away in August of this year after a long illness in the Ashland hospital. The next year brings more tragedy to the family. Mabel and her sister May are involved in a boating accident. Four young girls were out on Lake Superior. The boat capsized 75 feet out from shore. May and two friends drown. Mabel was able to swim to shore.



By 1920 William is living alone in Houghton, now part of the Town of Bayview. He is a fisherman. In the same census year, Mabel is living with her husband Enfred Morris Carlson, a fireman in the iron mines. They live in Crosby, Crow Wing, MN with their child Lester. The family is still living in same location in the 1930 census. Mabel's husband is an engineer in an iron mine. Lester now has two younger siblings, William and Maryann. Mabel and her family continue to reside in Crow Wing. Two additional children, Karolyn and Richard are included in the 1940 census. By 1950 only two children remain at home. Enfred continues working in the iron mines. Mabel and Enfred lived long lives, passing in 1986 and 1995 respectfully. BHC/Feb 2024/SK Raasch



11/14/1929
Washburn
Times

Excerpts from an interview with Wayne Gilbert “Building a home in the early days”



We visited Wayne Gilbert to learn how houses were built in the early 1900s. In 1983,

Wayne and his wife Laurey purchased their home from Wayne Bodin, grandson of Adolf Bodin who built the house in 1905. In those days lumber was not readily available.

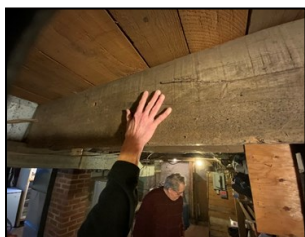
Those who lived along the shore had access to

wood that floated onto the beach.

Adolf built his house

out of the wood he had picked up on the shore. Many ships including the Lucerne had sunk near Long Island and other Apostle islands. As the ships deteriorated, some of the lumber found its way across Chequamegon Bay and ended up on the shore near Bayview. It was this lumber that Adolf grabbed and brought up to the house and used to build his house.

When Wayne brought us downstairs, we were able to see that every piece of wood used to build the base of the house was of different length and size. Some were 14 feet in length, 12 inches wide and 8 inches thick. Others were hand hewed. No two were alike.



Bayview Park

by Donna Kramolis First published July 9, 2007

The Bayview Park on Hwy 13 is a favorite place for sun bathers, swimmers and an occasional sail boarder. It's the best kept secret in the northland. Only those with a keen eye can find such a wonderful beach as it is unadvertised. The Town of Bayview owns the land from the park up to the Sioux River. This includes the beach at the end of Friendly Valley Rd.

A single man, Emil Erickson, owned most of this land to the east of Hwy 13 before 1948 or so. He lived in a convenient one room house and was a sawyer on a piece of the land between the Bayview Park Rd and Hwy 13. He deeded the land to the Town of Bayview for use only as a park and not to be sold. The town then formed a Park Board and gave it funds to set up a park. In the early days, there were picnic tables, fire pits, outhouses and a changing building built closer to the hwy. Through the years, vandalism caused the destruction and subsequent removal of the wonderful facilities. At least one picnic table is there now.

In 1948, the Bayview Park Board and volunteers organized and produced a wonderful picnic that became an annual event until 1953. I have fond memories of those fun picnics. Marge (Dickerhoff) Peterson contributed memories which both confirmed and enhanced mine. If anyone else can contribute recollections, please tell us. The town provided the beverages, coffee and some cold liquid for the kids and each family brought their own food and table ware. Card tables and chairs were brought for extra eating space. Just about everyone from the township showed up.

Games and prizes for the winners were the highlight of the event from our youthful point of view. There were running races, 3-legged races and gunny sack races where both legs were in one sack and you had to hop to the finish. If you didn't fall over before you got there, it was a miracle. I remember adults participated as well. I believe candy & gum were the prizes. Our favorite at the picnic was the dive for pennies game. I remember Lloyd Vienneau and his exuberant personality involved in this one. They put on the ground a huge canvas and then dumped a big pile of sawdust with pennies on it. Sandy (Bodin) Sephenson remembers other coins as well. They started with the little children first to find as many coins as they could. I think the parents were more excited than the little kids. Then the older ones got their turn.

When I was older, I participated with the women in a nail-pounding contest. Only it was a big spike and a man-sized hammer and a lumberjack sized piece of wood or log. My 1st place prize was a 1# can of Hills Bros. coffee. Sandy remembered ice cream cups or bars from a cooler brought in for everyone. Now that she mentioned it, I do too. That was a wonderful treat. The picnics ended in 1953. Does anyone remember why?

The park was used for other organized events as well. My husband, John, remembers at the end of each county fair on Sunday evening the junior leaders went to Bayview Park beach for a wiener roast and party. Wally Johanik, a 4-H leader from Moquah, would go early to get the bonfire going. Other food was served as well. As a child growing up in Bayview, some of us cousins and neighbors would take our bikes down to the beach closest to the river and swim. The sand was so clean and crystalline that it made a singing sound when you walked and played on it. We called that beach 'Whistling or Whispering Sands Beach'. Today on a hot summer day, you can observe from the highway the many people are enjoying the legacy of Emil Erickson

Houghton Depot Update

By Paul Johnson



From 2018 - 2023, the efforts of the restoration of the depot focused on the building and the signage around the building. The outside work to make the depot a railroad station included the platform and the track, with the steps, ramp and boardwalk making the depot more accessible.

Starting in the summer of 2023 and moving forward, the efforts to enhance the Depot presentation were to rebuild a baggage cart, install telegraph sets in both the depot and the paymaster office, with a ground wire and an insulated wire up to a pole and down to the other building. During this time the felled pine tree was an item of interest for recognizing its age and the events locally and nationally during its lifetime. A slab from the tree will be installed outside the Depot with information on state and national events corresponding to the tree's 119 growth rings. The "HOUGHTON" sign, installed on the north side of the Depot, copied the sign as it appeared on the Depot photo at about half the size of the original sign. The speeder restore and push car rebuild on the tracks were the crowning achievement to the outdoor display.

A baggage cart that was given to Paul Johnson was rebuilt by Mike Bunch and Paul. It now stands at the north end of the depot platform. This cart, loaded with luggage and smaller parcels, would be ready to be pulled to the baggage car for quick loading while the passengers stepped off and on the passenger car.

The recently added freight cart and dolly were designed for offloading a box car. A steel plate provided a span to the dock or freight house. A waiting horse and wagon or truck on the other side of the building could take the freight also. Poles stuck in the eight holes of the freight cart confined the load and also were pushed or pulled to move the cart. These were donated by Richard Olson and used at their Omaha Street off-site storage.

After our grand opening at the pavilion on June 8, 2022, Warren Nelson told Mike and Paul that he and his friend had a Fairmont speeder, the company named after his hometown in southern Minnesota. Knowing that this item could be a great enhancement to the display at the depot inspired us to offer funds to buy the speeder. Once the speeder was acquired, Mike took it apart, cleaned and repainted it, adding plates to the rusted tool trays and returning the parts to where they belonged. It still needs a few missing parts which are on order from an online parts man named Sully.

The four-wheeled chassis that stood alone on the track for about a year inspired another idea before it became a push car. Looking like a frame for a handcar, Paul purchased a book on how to build a handcar. The wheel size for a handcar was larger than the wheels on this chassis so the four-wheeled chassis was rebuilt as a push car, which was used for carrying materials for minor repairs and made a good fit with the speeder. These additions to the depot display help locals, visitors and students picture railroad life many years ago.



Excerpts from an interview

with Karen Johnson

"Memories of A fisherman's Daughter"



When we first went out in the water, we had this aluminum boat called the bumblebee and it was a very simple small boat. Wearing life jackets, my sister and I would sit in a fish box on the bottom of the boat so we wouldn't fall out of the boat. We have always been on the water. They never told us that stuff was too dangerous or anything.

One of her favorite memories was sitting in the pilot house where the person sat that drove the boat. "It was raised, and you had to step up about 2 feet just to get up to the platform. The seat was above that and so we would go up and sit in that spot with my grandpa. When they were setting and lifting nets, they had a mechanism that they would use from inside of the boat with their feet, so no one was in the pilot house. They were in the stern of the boat controlling the motion of the boat, so we would sit up there, and the steering wheel would turn by itself, but we would sit there and watch what was going on."

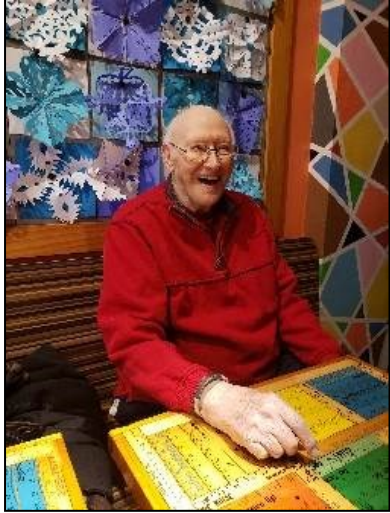


Bayview Memories

By Claire Thoreson

"I grew up on a dairy farm on the shores of the greatest Great Lake" is how I introduce myself on my travels. These words convey volumes about who I am: I am hard-working, self-sufficient and frugal; I am reliable, resourceful and resilient. The dairy farm was my father's "dream" – or albatross (perspective is important!). And it wasn't "just a dairy farm" – it was a Grade A dairy plant – with cows! In the state of Wisconsin, that status speaks volumes. And he personified all of those great northern traits.

I was born in 1956 and we moved to the site of the Bayview Dairy a year later. Bankruptcy was declared 15 years hence and we moved to Milwaukee where my mother and father spent the rest of their lives.



My dad, Robert Carl Thoreson, was born in Bayfield County on May 15, 1921; he passed 99 years, 9 months and 9 days later (2/24/2020). Bob graduated from Washburn High in 1940 and joined the army. After WWII, he attended college in Oshkosh where he met my mother, Barbara Ann Sensiba from Green Bay. They married in 1951 and shortly thereafter moved north.

The Bayview Dairy was on Highway 13 between Gary Road (unnamed when I was a kid, we called it "the dirt road") and Good Thyme restaurant (formerly Club Lido, owned by



David and Cleo Grant). Our herd of dairy cows – around 40 Holsteins and 1 Guernsey – were milked by Dad twice a day (with machines). The raw milk was pasteurized and homogenized then bottled – glass bottles (plastic came the last year or 2 of the dairy). The milk was available at the farm – on the honor system: take what you

need and leave the money or write your name on a slip of paper and we billed you – or delivered 6 days a week to homes and the 2 grocery stores in town.

The wooden Bayview Dairy sign, our house (used by the fire department for a training exercise) and silos are now gone. Alas, some of the residents who worked at the farm have also passed – Charlie Guski, for example – and others are still around (e.g., Steve Terry, Bob Cuty and a host of others). Thank you for the memories!



Election Tuesday

The election of officers in the new town of Bay View will be held at the school house in Houghton next Tuesday. The caucus ticket nominated is as follows: William Daly, chairman, Aug. Zeilsdorf and Fred Freichoff, Supervisors. Treasurer John O. Bodin, Clerk Harvey Irish, Assessor And. Mauna, Justices of the peace John Schnose, Chas. Simoneau and L. S. Carver. Constables Alex Nickolson and Aug. Bodin.

It is understood that August Frostman is also a candidate for chairman and Theodore Bender is a candidate for Assessor.

4/24/1913

