

# 'NOJOSHING'

The official Newsletter of the St. Francis Historical Society

FALL 1990

4235 South Nicholson Avenue  
St. Francis, Wisconsin 53207  
(414) 481-2300

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## ST. FRANCIS HISTORICAL SOCIETY: WE ARE

**"SERIOUS ABOUT NOJOSHING"**

## GENERAL MEETING — OCTOBER 29th

This will indeed be a unique and perhaps historic general meeting of SFHS. We will be touring what is very likely to be the new home of St. Francis Historical Society, the **Frank Lupo Homestead** at **4168 South Packard Avenue**. We will meet at the home on **Monday, October 29th at 5:30 p.m.** A tour of the home and grounds will then take place, and will be followed by snacks which will be brought and set out by society members. This will **not** be a "pot luck," as is our usual custom. A separate mailing will inform society members of details and will provide a map showing the exact location of the property, which does not front Packard Avenue. Don't miss this history-making meeting! Admission is free — bring family and friends!!

The following is a brief history of the Lupo homestead and property: Frank Lupo, owner and operator of **Midwest Grading Co.** for many years, bought the property from

Thomas Marchese in 1941. Marchese had bought the property from Elaine Busch in 1937. Who owned the property prior to Ms. Busch is not yet known, but an 1876 map of Lake Township seems to indicate that the land may have first been owned by the pioneer Wentworth family. The land has never been subdivided.

The house which, according to city records, was built in 1910, has a working well and septic system and has never been hooked up to municipal water and sewer connections. Although the septic system is said to be failing, the well appears in good working order according to St. Francis City Attorney **Rich Staats**, who is negotiating a lease agreement between the city and our society. Special thanks are extended to the children of Frank Lupo: **Lilly Stelmaszewski** and **Nick Lupo** — for their invaluable assistance in bringing this idea forth and for their support in bringing this dream closer to becoming a reality.

Plans for refurbishing, cleaning, and exhibits are to take place at this meeting in addition to regular business, so let's try to make this our first 100% membership meeting ever — see you there!!!



*The Lupo homestead as it appeared prior to its remodeling in 1940. The camera looks southeast.*

*(Courtesy of Lilly Stelmaszewski)*



*The same view showing the brick siding and remodeled front porch, August 19, 1990.*

*(St. Francis Historical Society - Chris Barney)*





**TOP TO BOTTOM:** Lilly Stelmaszewski leads society members on tour of Lupo house on August 19th; Bob Schwingle showing where he delivered papers as a boy; Lilly posing at the back door of her childhood home; Society members enjoying a lighter moment on the Lupo property. The vehicle maintenance garage built in the 1920s is in the background.

(SFHS - Chris Barney)

## ST. FRANCIS/OLD TOWN OF LAKE AREA TRAILS"

by Chris Barney

### "CLASH OR COMPROMISE?"

By the end of the Second World War, aircraft had gained a solid footing as a transportation modern in the United States, and greater Milwaukee was no exception. In 1944, General Mitchell Field served a record 37,400 passengers (102 departures daily) from its Layton Avenue passenger terminal. The war had increased the growth of aviation technology, which spilled over into commercial use. A number of military designs were later modified into passenger aircraft, such as the Lockheed Constellation and the Douglas DC-4. As inevitably came with newer, more modern designs also came planes which were larger, faster, and carried many more passengers.

In 1945, Mitchell Field was bounded by Layton, Howell, Grange and Brust Avenues. The terminal building, opened near the end of 1940, had a tarmac (apron) on its field side capable of "parking" approximately 8 to 10 full-size aircraft for enplaning or deplaning passengers and baggage. The main north-south runway, about 3,800 feet in length, was still adequate to accommodate the takeoffs of the Douglas DC-3, the primary commercial aircraft in use at the time. It carried up to 21 passengers at a top speed of 170 mph.

With the war drawing to a close, however, aircraft designers began to turn their attention to adapting wartime planes for civilian use. Between 1945 and 1955, larger and faster planes such as the Lockheed Constellation, Boeing Stratocruiser, and Douglas DC-4, DC-6 and DC-7 tripled the number of aircraft in scheduled service nationwide; increased the average number of seats per plane from 19 to 51; average speed from 155 to 208 mph; route miles from 49 to 79 thousand; and number of annual passengers served nationwide from less than 7 million to over 38 million. The Stratocruiser was the largest propeller-driven plane placed in service, while the DC-7 carried up to 92 passengers at 330 mph.

The obvious effect of these developments on General Mitchell Field was that growth and expansion were clearly needed to keep pace with the current and expected future demands for space, which were steadily increasing. One of the first steps after the March 1945 airport master plan, which recommended a new centrally located terminal and a larger apron, was the 1947 construction of a 6,500-foot concrete-paved north-south runway on the east side of the airport. This necessitated land acquisition to the south extending the airport boundary to College Avenue. This expansion resulted in the relocation of several families on East Grange Avenue, South Clement and South Pine Avenues, and permanently closed East Grange Avenue as a thoroughfare east of Howell Avenue. Further expansion would eventually close Brust Avenue south of Layton as well.

On May 9, 1950, after five years of study and planning, the Milwaukee County Board awarded a contract for preparation of the Howell Avenue terminal site. The design chosen for the new facility was that of Leigh Fisher and



Associates of South Bend, Indiana. On July 31, 1952, ground was broken and, although anticipated federal aid which never reached full expectations slowed construction initially, the pace was then increased and the \$3.2 million facility was dedicated on July 22, 1955. The design was complimented by distinguished Wisconsin architect Frank Lloyd Wright who commented, "It is extremely well done. I like its simplicity, directness, its sense of space."

The runway and terminal improvements were a needed boost for operations at Mitchell Field. However, the changing face of the area surrounding the airport between 1950 and 1955 only served to fuel the smoldering fire of conflict between land and homeowners and expansion-minded airport officials. During those years, all the land surrounding the airport became incorporated. Between 1950 and 1952, the land east of Mitchell Field was annexed from the Town of Lake to the City of Cudahy; in 1951 the land northeast was incorporated as the City of St. Francis; in 1954 the area north, northwest and west of the airport became part of the City of Milwaukee when the Town of Lake consolidated with that city and went out of existence; and in 1955 the land to the south and southwest became incorporated when the Town of Oak Creek became a 4th-class city.

Prior to 1950, most of the land surrounding the airport was zoned for agriculture, which meant that airport expansion had an impact on far fewer families than a residentially zoned area. Secondly, because the tax infrastructure of a city placed a far greater burden on farmers than that of a township, many farms were going up for sale to developers eager to subdivide the land. This placed pressure on cities which now had to decide how the lands in question should be zoned. Within a year of the new terminal's opening, controversy between the County Board, the developers, and the City of Milwaukee was already taking place. Ironically, all this trouble was beginning just as the airport was beginning to become profitable — in 1955, for the first time in its 30-year history, the county's main airport had an operating income above operating expenses, netting \$136,600. For the fiscal year ending June 30, 1954, Mitchell enplaned and deplaned 208,000 passengers - 25th among large American cities. County and airport officials realized, however, that in order to accommodate growing air passenger traffic and to remain profitable in future years, allowances for expansion would have to somehow be negotiated.



In the mid- to late-1940s, when this photo was taken, the terminal and runway configuration at Mitchell Field was already beginning to show signs of inadequacy, although this scene shows a relatively slack period. Aircraft shown are a Northwest Airlines DC-4 (center), flanked by a Capital Airlines DC-3 and a Northwest DC-3.

Despite the concern raised over nearness of homes to the airport, zoning committees allowed some of the land surrounding Mitchell Field to be used residentially, prompting subdivisions to spring up literally overnight. Sadly, the new owners of homes in these areas were to experience anger, frustration and heartbreak as the commercial jet age came to Mitchell Field in 1959. In preparation for these larger, faster, noisier aircraft, Milwaukee County authorized two separate extensions of the main north-south runway which increased its length to 9,920 feet by 1960. Once again, this improvement required additional land acquisition, which displaced several homeowners, in order to establish a new "clear zone" to the south of the airport, and to lower East College Avenue in anticipation of future runway expansion. Even newspaper editorials of 1959 warned of "Jets at Mitchell Field to Crack Nerves, Values," and of there having to be a "no man's land for several miles around the jet fields," and warning us to "keep jets from getting a foothold at Mitchell Field."

In spite of the nay sayers, however, commercial jets did catch on at Mitchell as well as nationwide and their increased usage and passenger-carrying ability meant still further expansion. Commercial jet service at Mitchell began July 1, 1961 with the introduction of the Boeing 720-B of Northwest Airlines. United Airlines followed in September of that year with Douglas DC-8 jets. Prior to this, in the fall of 1959, the County Board's airport committee approved a plan to extend the airport's "cross-wind," or northeast-southwest, runway from 5,600 to 8,011 feet in order to accommodate take-offs, landings and high-speed turn-offs for the faster aircraft. Much haggling occurred during these negotiations, primarily because of the runway's projected usefulness and its proximity to recently planned subdivisions west of Howell Avenue.

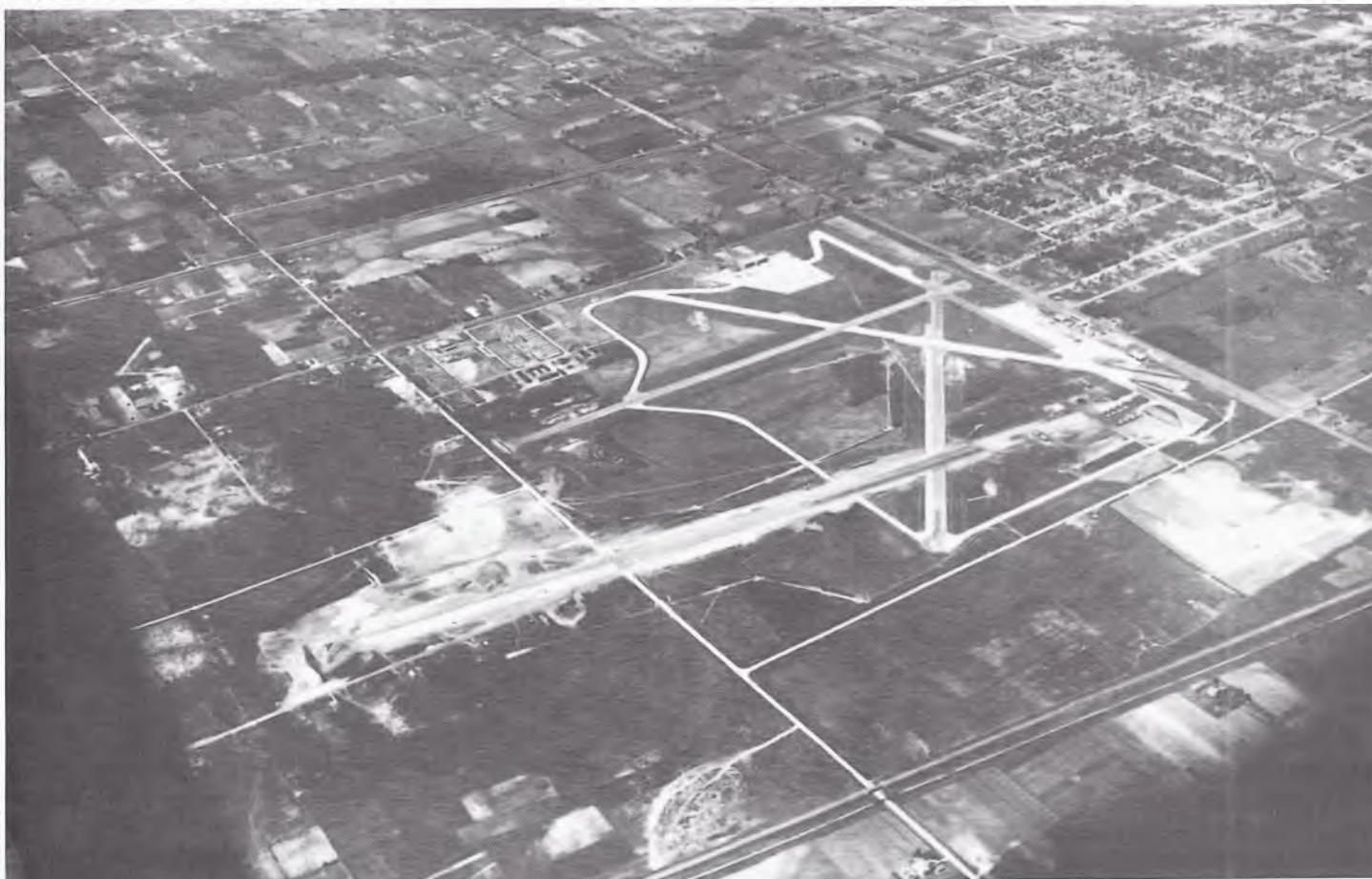
At one point, the district engineer for the Federal Aviation Agency urged the County Board to discourage or prohibit the use of land one-half mile on either side of, and three miles beyond the end of runways and approaches used by jet aircraft for homes, schools, hospitals or other places of public assembly, to minimize the noise nuisance created by jet planes. The county complained that it "had no



Although the commercial jet age would not arrive in Milwaukee for another 16 years, the excitement in these area aviation buffs is evident in 1945 as they examine the first jet-powered aircraft ever to land in Milwaukee County, a P-80 jet fighter piloted by USAAF Captain Chuck Yeager, who would not achieve supersonic fame in his Bell X-1 until two years later.

(Both photos: Courtesy George Hardie, Jr.)





The first sign of expansion conflict is apparent in this 1947 photo (above) which shows the extension of the main north-south runway across Grange Avenue which required relocation of farm families and the permanent closing of E. Grange Avenue as a thoroughfare east of Howell Avenue. The German prisoner-of-war camp, on the southwest corner of the field, can be seen just to the left of center in the photo. By the time the photo below was taken at the Layton Avenue Air Terminal celebrating Flight's 50th Anniversary, progress had doomed the 13-year old terminal for extinction. Mitchell Airport historian George Hardie, Jr. can be seen standing (second from right) on the stairway below the exhibit.

(Both photos: Courtesy George Hardie, Jr.)





powers to zone against noise," and suggested the FAA recommendations be sent to municipalities near the airport, which had zoning powers. That was in November 1960. Developers complained that all preliminary planning for residential units being built had been made with full knowledge of the airport commission, and they wanted to "use the land as it was intended," adding that "plenty of homes have (already) been built in (the) area" west of Howell and one-quarter mile north of College. This controversy over land use between airport officials and surrounding municipalities continued to rage on for several months, prompting a city engineer in one of the affected municipalities to remark, "(we) don't intend to rezone or restudy the area (in question) - intense development is being pushed and planned (there) right now."

The controversy even spurred County Executive John Doyne to kill funding for the Howell Avenue runway extension in July 1961, but he relented five months later and re-included the funds.

Despite fears and objections to residential development, many homes were built either too close to or right in line with planned airport expansion. An example: between the early 60s and late 70s, a recently built subdivision west of Howell Avenue and south of Grange Avenue was wiped out due to the construction of the Howell Avenue runway extension and the airport spur freeway. The danger of an air crash near a residential area was driven home in September 1985 when a Midwest Express DC-9 crashed on take-off perilously close to an Oak Creek subdivision built in the 1960s, killing all 31 aboard, but no one on the ground, thankfully.

Airline deregulation in 1978 has also served to increase tension between the airport and its neighbors, more than quadrupling the number of passengers between 1960 (752,069) and 1988 (4,029,746), and increasing the number of airlines serving Mitchell from six in 1969 to 15 in 1988. In addition, Midwest Express made Milwaukee its principal hub, and has made a commitment to expand the hub. Northwest Airlines has also created a Milwaukee "mini-hub." All of this growing activity has created increased noise at "peak" times, causing an outcry from aggravated nearby residents.

Since the trend for increased air traffic is expected to continue, Milwaukee County recently commissioned Howard, Needles, Tammen and Bergendorf, a consulting firm, to update Mitchell International's 20-year airport master plan, a decision-making guide for the orderly development of the airport, including runway configuration, airport access, land use, terminal space, and support facilities. This plan is based upon projected passenger and aircraft demands formulated by local, state, and federal transportation agencies.

Earlier this year, the firm presented several different recommendations for an additional runway to accommodate increasing airliner takeoffs and landings and prevent long delays. Because of the close proximity of neighborhoods in virtually every direction, airport planners face a dilemma no matter which option is chosen. In an attempt to be sensitive to the concerns of everyone involved, airport officials have scheduled frequent meetings in all of the surrounding communities, with experts on hand to explain the possible options available and their effect on both the airport and its neighbors. Officials also created a



*This 1959 photo shows the extent of runway expansion at Mitchell Field. The north-south runway, shown just to the right of the Howell Avenue terminal complex (center of photo) has just been lengthened to 8,470 feet. A 1960 addition would expand it to its present length of 9,920 feet. Running across the center of the photo, the northeast-southwest runway is shown at its original length of 5,600 feet.*

*(Courtesy George Hardie, Jr.)*





*This dramatic 1966 aerial photo, looking northeast, clearly shows the conflict of airport expansion versus neighborhood destruction. The subdivision adjacent to the Howell Avenue runway extension was wiped out by the construction of the Airport Freeway Spur in the late 1970s. A subdivision west of Howell Avenue and north of College Avenue is now threatened by the possible construction of an additional, parallel northeast-southwest runway within the next ten years.*

*(Courtesy George Hardie, Jr.)*

periodic newsletter, "Plane Talk," which is mailed to all residents in the neighborhoods surrounding the airport explaining the status of current and projected airport planning.

It appears this controversial subject — runway expansion — will be uppermost in the minds of airport officials and surrounding municipalities for some time to come, until some form of compromise can be reached. Airport officials fear that doing nothing will increase congestion and flight delays to such a point that revenue will ultimately decrease to a level where airport and related jobs will be lost due to passengers using alternative airports or other forms of transportation. Mitchell International currently employs

over 3,000 people, 2,500 of those from Milwaukee County. There are also 13,000 jobs indirectly related to the airport. Airport-generated revenue in 1988 amounted to \$500 million for local and state businesses.

The "down" side of this, however, is the imminent destruction of one or more area neighborhoods, never an appealing prospect.

Peace or Prosperity? Clash or Compromise? How this critical and sensitive issue is settled will depend upon many factors - not the least of which will be patience, understanding and input, not only from experts, but from people like us - maybe, most important of all, from people like us.



# THE STREETS OF ST. FRANCIS

by Carl Baehr

(First of a series)

How did St. Francis streets get their names? They came about, as the roads themselves did, over a period of more than a century. The first were roads which passed through the rural area which was later to be known as the City of St. Francis, Whitnall and Nicholson Avenues, both known at one time or another as Chicago Road, connected Milwaukee with communities to the south all the way to Chicago.

After the area was settled by farmers, local roads, like Howard, Thompson and Packard, were developed to allow travel within the community.

In the early 1890s, real estate development boomed. South Milwaukee and Cudahy were created. The St. Francis area was actively subdivided. Each subdivision needed streets to allow access to lots and each street had to be identified.

Many developers named the streets in their subdivisions without regard for names in adjacent subdivisions. This led to a situation where finding a street could be difficult, with several name changes during a relatively short distance. An example was the street one block north of Howard Avenue. Between 20th and 13th Streets it was known as Crawford. Moving east the name changed to St. William, then Heyer, then Tripoli and finally it was to be called Arthur between Barland and Packard.

This confusing situation was not restricted to the Town of Lake. The City of Milwaukee was developed from three distinct communities, each with a different system of street names. A traveler heading west on Wisconsin Street in the Juneautown section of Milwaukee would cross the bridge over the Milwaukee River and find himself on Grand Avenue in Kilbourn town. Continuing on the Avenue to 6th Street, then turning left and crossing the 6th Street viaduct, the traveler would be on 1st Avenue in the Walker's Point area.

Needless to say, this could be very troublesome for those unfamiliar with the city. There were other problems for those trying to reach their destination. There was duplication, and even triplication, of street names.

In 1913, a commission was appointed to come up with a unified system of street names. The committee made its recommendation later that year. In typical Milwaukee fashion, no action was taken. In 1922, another commission was named. Its recommendations were finally accepted in 1926 and then implemented over the next few years.

In 1930, the Town Board of the Town of Lake (an area from Morgan to College and from 27th Street to Lake Michigan, excluding the City of Cudahy) adopted an ordinance which would simplify the names of streets within its boundaries and unify the names with the new Milwaukee system and with surrounding communities.

In order to integrate with the north, Bay View names were chosen to replace the St. Francis names of 2nd, 3rd, and 4th

Streets with Iowa, Kansas, and Alabama Avenues respectively. New street names adopted from west of the current St. Francis borders were Norwich, Waterford, and Plainfield, which replaced names like Alton, Fairmont and Scott.

Some street names selected by Patrick Cudahy when he laid out the village of Cudahy were already being used in the St. Francis area. Bottsford, Allerton, Van Norman, Cudahy, and Plankinton were names of men prominent in the meatpacking industry. Whittaker was used to replace Hopedale to continue this pattern. Curiously though, the name Plankinton was changed to Price, counter to the integration plan.

Some changes occurred strictly within the city's future limits. Pleasant became Denton, Axtell was dropped in favor of Barland, and Highland was changed to Troy. Shannon, McCarty, Alexander, and Caulfield were put on to the map in place of Stewart, Ward, North Bay and Woodland. First Street became Arctic, a name selected for a planned subdivision to the south of the current Arctic which was never developed.

In the years since the major 1930 changes, new streets have been opened, most of which took the names of the streets already established in line with them. A few new names have shown up. Brook, Hill, and Klein have been added to the list of unique St. Francis street names, joining Koenig, Sivyer, Rutland and such exotic names as Bombay, Tripoli, and Ahmedi. As the city of Milwaukee annexed parts of the Town of Lake it made further changes, leaving St. Francis alone with Cora and Elizabeth Avenues.

Many of the names unique to St. Francis occur in the St. Francis Heights subdivision along St. Francis Avenue because there were no corresponding streets to the north in Bay View to take names from. The other area which has distinctive names is south of the St. Francis Seminary grounds, which were not subdivided and had no street names to integrate with, and because there were no Cudahy streets in line with them to the south. This left the city with a mixed heritage in its street nomenclature.

NEXT: The background of some St. Francis street names.

If you have information on the origin of any St. Francis street names, please call Carl Baehr at 483-4202.

## IT'S A & C TIME AGAIN . . .

The 13th annual **St. Francis Historical Society Arts and Crafts Fair** is scheduled for **Sunday, November 18th** at the **St. Francis Community Center, 3476 East Howard Avenue**, and will run from **11:00 a.m. - 4:00 p.m.** The doors will open at 9:00 a.m. for the more than 40 exhibitors, some from as far as **Brookfield** and **Pewaukee**, to set up their tables. Refreshments will be served once again by society members, who would appreciate donations of baked goods for sale at the fair. If you would like to participate in any way, and have questions, please call committee chairperson **Joanne Richards** at **744-3167**. Come join in the fun!!



## RE-CAP OF JULY 30TH GENERAL MEETING

An interesting time was had by all as **Dale Kuntz** of **Milwaukee Film Classics** presented "I Heard That Song Before" - a collection of film clips from musicals of the 1930s and 40s where certain songs were performed in more than one movie, by different actors and actresses. A potluck supper and business meeting preceded the entertainment, which was enjoyed by 29 members and 8 guests.

## DO YOU REMEMBER . . . . . . WHEN ROOF FIRES WERE COMMON IN TOWN OF LAKE?



The photo above shows Town of Lake firefighters putting out a roof-fire on the building now known as Izzy's Tap, 3783 South Kinnickinnic Avenue. The year is 1926. Roof fires were very common in winter due to hot ashes from coal furnaces spewing from chimneys onto cedar shake roofs. Chimney screens and caps and the conversion from coal to oil and gas furnaces, coupled with more fire-retardant shingles helped to curb roof fires. The photo below shows the 1990 appearance of Izzy's Tap.



(Top photo: Courtesy of Ruth Gaskell, formerly Mrs. Adolph Schuster)  
(Bottom photo: SFHS - Chris Barney)

## COMMITTEE REPORTS

### • TOURS AND TRIPS — KATHY SCHWINGLE

A perfect fall day greeted 21 society members and guests who left St. Francis at 8:30 a.m. on Saturday, October 6th for the Manitowoc Area Bus Tour. The historic **Wade House** in Greenbush was the first stop for the group. A better time could not have been picked, as the group was treated to the historical site's annual **Greenbush Harvest Celebration**, where visitors and staff busy themselves with the traditional gathering of produce, herbs and nuts followed by old-fashioned methods of drying, chopping, canning, cooking and baking in preparation for the coming winter season. The Wade House itself was toured, and the group was even treated to witnessing a pair of wedding ceremonies before taking a carriage ride in Greenbush and lunch at the Stagecoach Inn.

The bus tour continued through near-peak fall colors to the **Pinecrest Historical Village**, where an interesting tour ensued. Next stop for the group was the Holiday Inn in Manitowoc where, after check-in, everyone was free for the evening.

Wake-up on Sunday morning was followed by a brunch at the hotel, after which the group checked out and proceeded to the **Manitowoc Maritime Museum** and a tour of the **U.S.S. Cobia**, a World War II submarine built in Manitowoc. Manitowoc has been a shipbuilding town since the mid-19th century, and the maritime museum provided a multitude of artifacts and other examples of its shipbuilding prowess for the tour group, which returned to St. Francis at 6:00 p.m. on Sunday. All tour participants expressed great satisfaction in taking the tour.

Possible 1991 tours include: Brookfield's **Stonewood Village**, several train trips - some to train museums, and **Old World Wisconsin**. If you are interested in one of these trips, or have a trip suggestion, call Kathy at 744-0873. We can't wait for 1991 - we hope you can't either!!

## PROJECTS IN PROGRESS

- The re-dedication of the **Town of Lake Water Tower and Municipal Building**, 4001 South 6th Street, has been postponed until further notice due to more pressing commitments by society members and others who intend to plan the event. When planning is initiated, notice will be posted in this newsletter.
- There is still no word from St. Francis city officials on our request to relocate the **Lakeside Power Plant Gatehouse** to St. Francis Memorial Park. The general feeling is that officials may feel the building has little historical value in addition to being heavily vandalized.

## BOARD DIRECTIONS

- Carl Baehr reported that the St. Francis Legislative Committee did not meet during the summer, so nothing has been done regarding our request that the city establish a Historic Preservation ordinance.



- Carl mentioned that he talked to Laura Staats and she is still interested in helping on cataloging projects.
- Bob Schwingle reported that three new members have joined our society: **Kathy Humphrey** of Bay View, **Janet Hughes** of Cudahy, and **Mr. and Mrs. Richard Schmidt** of St. Francis. Welcome to our "family"!!
- Ron Tessmer received a letter from St. Francis City Administrator **Ralph Voltner, Jr.** asking for our society's input toward a possible redesign of the city logo/seal, since the Lakeside Power Plant is now being razed and the smokestacks are also gone. The letter was sent to all St. Francis Civic Organizations.

## DONATIONS . . .

**J. Henry and Pearl Kulinski** of St. Francis have donated a "mystery" china display plate they purchased at a recent church rummage at **St. Veronica Catholic Church, 4001 South Whitnall Avenue**. The underside of the plate has the words, "Bassett Limoges Austria," probably the manufacturer of the plate, and the words "Chicago China Decorating Works, Chicago, Ill.," which is probably the company that emblazoned the early 1900s postcard view of St. Francis' **St. John Institute for the Deaf** on the face of the plate. Our society would like clues which might help us discover the identity of the person or persons who might have had this plate or others like it made. If you have an idea, or would like to see the plate, contact any board member or come to our next board meeting at **Thompson School** (2nd floor - rear), located at **3120 E. Norwich Avenue**. The next meeting is **Wednesday, November 7th at 6:30 p.m.** Thanks to the Kulinskis for their gift!!

## FOOD FOR THOUGHT . . .

The best thing parents can do for their children is to give them lots of presence.

## FROM THE EDITOR'S DESK . . .

Perhaps the most exciting thing to occur in the history of St. Francis Historical Society is the imminent approval of a permanent storage, display and meeting facility — the Frank Lupo homestead at 4168 South Packard Avenue. Although there are still the matters of site cleanup and lease preparation to contend with, our society could occupy the home within 4 to 6 months, with the able assistance of St. Francis City Administrator **Ralph Voltner, Jr.** and City Attorney **Rich Staats**, who have contributed immeasurably toward the fruition of this agreement. Much credit must also go to Lupo's daughter, **Lilly Stelmazewski**, who brought the possibility to our attention after her father's death, and to **Ron Tessmer** and other society members who followed up on the idea. Now, however, the future of our "new home" is up to us, the general membership. Much work lies ahead such as cleanup and refurbishing of the interior, which was left in excellent condition; the removal of files and artifacts from Thompson School to the Lupo homestead to be stored; and the setup of initial displays within and without the home.

Many other details remain to be worked out, but one thing is clear — we must have **maximum attendance** at our next several general meetings in order to map out a "master plan," and recruit enough willing members to carry those plans out.

If there was ever a time we needed each and every one of you — if you are able — it is now. Your gracious and appreciated help now could mean the difference between a shining historical facility for our artifacts to be displayed, or several dark basements to hide them in. Please make us proud — I know you can!!

## HISTORY AROUND US . . .

- The **West Allis Historical Society** is looking for mementos from past State Fairs that can be used for display or be donated to their museum in preparation for the State Fair's 100th Year there in 1992. Call **Peg Park**, newsletter editor, at **321-3687** if you can help.
- From the **Cudahy Historical Society**, an old news clipping from a Cudahy newspaper: **November 12, 1926** -Cudahy's population (11,000) has tripled in 20 years of existence. There are four retail business streets: Packard Avenue, Layton Avenue, Barnard Avenue, and Pulaski Avenue. The city payroll has 20 employees.

The city limits are Lunham to Grange and Lake Michigan to the Chicago Railroad Lines - 7,800 feet long and 5,800 feet wide. There are three Catholic, two Lutheran, two Evangelical, one Methodist and one Seventh Day Adventist churches in Cudahy.

Cudahy is reached from Milwaukee on the Electric Co. line with 25-minute service to downtown and cars operate every 20 minutes. Northwestern Railroad takes 12 minutes to Milwaukee. Highway 15 for motorists takes 20 minutes.

- The **Wisconsin Folk Museum** in **Mount Horeb** is pleased to announce the release of a new, hardbound book called, "Threshing Days" which features 21 of the farm paintings of **Lavern Kammerude**, an elder Wisconsin dairy farmer who late in life took up painting old-time farming scenes. Kammerude's detailed paintings are historically accurate depictions of farm life in Wisconsin in the early decades of the 1900s. Each painting is accompanied by a detailed, multi-page explanation of the old-time farming activities depicted.

Beginning December 1st, this book will sell for \$20.95 plus postage and handling, but will sell for \$19.95 through November 30th. Multiple copies of this book may be purchased at \$19.95. For information, call **Chris Barney** at **461-5869**.



## SFHS MEMBERSHIP APPLICATION

Name .....

Address .....

Telephone .....

- ☐ I wish to play an active role in developing the St. Francis Historical Society.
- ☐ I would like to donate material to the Society.
- ☐ I would like to serve on the Board of Directors and/or committee chairman.

### ANNUAL DUES

- |   |   |
|---|---|
| <input type="checkbox"/> Individual ..... \$ 4.00 | <input type="checkbox"/> Life ..... \$100.00    |
| <input type="checkbox"/> Family ..... 5.00        | <input type="checkbox"/> Corporate ..... 100.00 |
| <input type="checkbox"/> Sustaining ..... 15.00   |   |

Return to: Ronald Tessmer, 2517 E. Norwich Avenue, St. Francis, WI 53207.

## 1990-91 DATES TO REMEMBER

- October 29th** ..... General Membership Meeting  
5:30 p.m., Frank Lupo homestead,  
4168 S. Packard Avenue  
Program: Tour of house and grounds
- November 7th** ..... Board Meeting  
Thompson School  
3120 E. Norwich Ave., 6:30 p.m.
- January 2, 1991** ..... Board Meeting  
Thompson School  
3120 E. Norwich Ave., 6:30 p.m.
- January 28th** ..... Annual Membership Meeting  
Time, place and program to be announced.  
(Board Meetings are also open to general members.)

— 10 —

Newsletter  
St. Francis Historical Society  
4235 S. Nicholson Avenue  
St. Francis, WI 53207

