

100-134 South Boulevard

100-134 South Boulevard

Located west of South Boulevard between the Baraboo River and the railroad tracks.

Baraboo City Parcel 0953

This property, consisting of 4.48 acres, was owned by **Lila S. Pierce** until approximately 1993 and from then until this date (2012) by **St. the Vincent De Paul Society**.

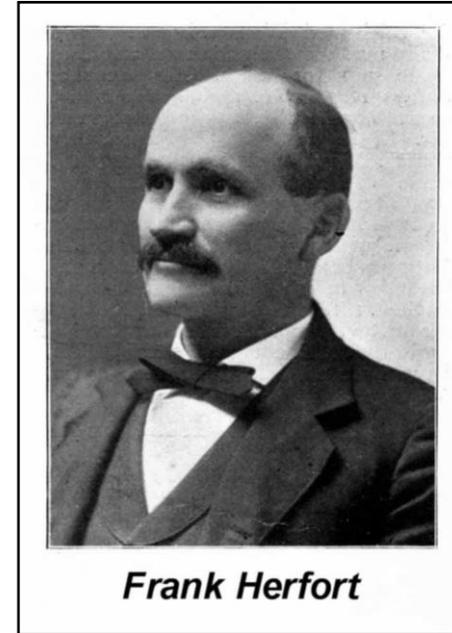
During the 1890's and as late as 1904, the **McGann & Currie Ice House** stood close to the river. At that time there was no bridge and the icehouse actually extended into the area that would later become South Boulevard. In January of 1904, McGann & Currie transferred their ice business to **August Platt**.

The **A. Walton Planing & Stave Factory** was located 400 feet to the west of McGann & Currie prior to 1892 and as late as 1898 when he sold all of his equipment to **Stacy Ellis** of North Freedom. Ellis would set up the mill in the northwest portion of the village.

Gem City Canning Company

The cannery at Baraboo, was one of the relatively few, in fact only about twenty, that came into existence before 1900. It was a corporation with capital stock of \$20,000.00, spread over a relatively large number of stockholders, and was promoted, organized and the factory built by **Hastings, Pressprich & Company**, predecessors of the **Hastings Industrial Company**. Walton's Saw Mill property, on the south bank of the river was selected as the site, and construction work began early in the spring of 1899.

A stockholders' organization meeting was held in March, at which by-laws were adopted and officers chosen in accordance to provisions set forth, the actual incorporation having preceded this meeting. The officers chosen were **Charles Gorst**, president; **Frank Herfort**, vice-president; **M. A. Warren**, treasurer; **J. B. Donovan**, secretary, and **T. W. English**, director. **J. B. Ashley** was mentioned as the manager, **John T. Staff**, a veteran tomato canner of Terra Haute, Indiana, and for many years active in early association work, was engaged as processor.



William C. Schorer, a young fellow from Sauk City, with four years of experience there under Wm. Peacock, Frank Rutter and John Peacock, came to Baraboo to get more experience under Mr. Staff. "Bill" Schorer remained with Gem City through 1903, and then returned to take charge of the Sauk City operation.

In 1900, the company raised the roof six feet to make more room for storage of cans. The corn pack, in 1900, was 215,000 cans almost 9,000 cases, about 20% more than the first year; no figures were given on tomato pack, and peas were not added until the following year.

"The Canner" of March 28, 1901

"The Gem City Canning Company, of Baraboo, Wisconsin, has bought an outfit of the latest pea packing machinery. The company has again secured the services of Wm. C. Schorer as processor for another year, he having given excellent satisfaction last year." It is not known to the writer who succeeded Mr. Schorer, but the pack in 1904, is given as 370,000 cans of peas, and 440,000 of corn.

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Frank Herfort Canning Company

In March of 1907, **Frank Herfort** purchased the **Gem City Canning Company** that had been idle for about two years. Herfort was one of the original directors and had tried, unsuccessfully, to sell the factory. He finally decided to make an offer himself and it was accepted by the board of directors.

Since Herfort had recently left the mercantile business, he had a feeling that he could devote enough time to the cannery to make it profitable. His immediate plans were to update the equipment and make ready for the coming pea season. Corn canning would be an afterthought but peas would, for then, be the main crop. It was estimated that the new machinery required would cost in the range of \$20,000 to \$25,000.

In May of 1908, Herfort was continuing in his efforts to place the canning factory in a competitive and profit making mode. He had added a new silo, which was 24 feet in diameter and 24 feet high in which he planned on storing the refuse from the peas and corn for the feed of cattle during the winter. Also a new 125-gallon water tank, which would stand 150 feet tall, was being constructed. A gasoline engine, supplied by C. H. Farnum of Baraboo, would pump the water to the tank.

There was some thought at the time that the **Heinz Pickle Company** might construct a plant on the same grounds. However, by May, Heinz had secured a piece of land near the tracks, south of the Ringling Brothers' Car Shops and the roundhouse. The land was purchased of E. A. Roberts who had recently moved to Chicago. The company hoped to develop this salting station into a finishing station.

The Heinz operation started with twenty-six large salting tanks, ranging from 10 to 14 feet in diameter. The expectations were that the amount of tanks would be doubled by the end of the first season.

After considering many label designs for Herfort's products, one was finally chosen in 1908. On one side appeared the illustration

of a circus and a parade while on the other side of the can appeared the title "*Herfort's Wisconsin Circus Brand.*" The location was denominated by the caption, "*Baraboo, the Largest Circus City in the World.*"

In March of 1912, Herfort was having a second silo constructed just east of his present silo. The stone was coming from the basement of the old Wackler Foundry building.

George Schorer was superintendent in 1913-1915 and was very proud of a run made during the pea pack of 1913. On July 10th, working 17 hours on one line, with an old style Hawkins capper, 71,640 cans were filled, soldered and processed. Perhaps this was a record, if not it was mighty good for the lines of that period of soldering machines ran at only 60 to 90 cans per hour.

The *Baraboo News*, late in October 1913, reported: "The Frank Herfort Canning Company has remitted to those who grew peas and corn, and the amount for the two crops was over \$16,000.00. The season was a prosperous one for the producers of peas and corn, as well as the canning company, the amount of business being about the same as last year. The canning company has come to be a prosperous and reliable institution – just what every town like Baraboo needs."

About 12:45 am, the night of April 8 1915, the canning company was discovered ablaze and eventually was destroyed. The fire department responded but found that their hose would not reach from the nearest hydrant to the fire. The loss included the main building that contained most of the machinery, a machine shed, two silos, the oil house and the packinghouse. The loss at the time was estimated to be between \$40,000 and \$75,000.

Herfort was of the opinion that the fire was set intentionally and had an idea who the culprit was. The buildings had full insurance coverage and construction of a new plant started immediately.

The plant was rebuilt, starting as soon as the fire loss had been adjusted. Fortunately the fire had occurred before any seed had been planted, so there were no losses from unharvested crops of peas, and rebuilding was finished in time for the corn pack, this having been planted after the fire in the belief that the plant would be ready.

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By September, the corn season of 1915, the factory was up and running with all new equipment. In June of 1916, it was expected that the new plant would put up over a million cans of peas. About one third of the peas put up would be raised on land owned or leased by Herfort. The factory would employ over 100 people at its seasonal height.

“The Canner” of July 13, 1916,

Printed the following item: “The ‘*Republic*’ of Baraboo, Wisconsin, gives high praise to the Frank Herfort Canning Company’s factory at that place, speaking of it as ‘the model cannery of Wisconsin’. The article from the “*Republic*” follows: Undoubtedly the Frank Herfort Canning Company’s factory is one of the finest in Wisconsin, and most of the pea canning institutions are in this state. The structure, as will be remembered was destroyed by fire a year ago last spring, and was rebuilt last year in time to take care of the corn crop. This season the pea canning machinery was installed and ready to begin operations on Thursday of this week. In the rebuilding of this plant, Mr. Herfort has had the experience of the past and was able to make many improvements, not only in machinery but in the arrangement of the building as well. The plans have been for a substantial structure as well as convenience besides the latest models of machines. The building has been described before, but the pea canning machinery has not. Five of the latest viners have been installed; four of the number are equipped with self-feeders. The viners are under a permanent shed with cement floor and all have conveyors, although one or two men will be required to empty the baskets from the machine conveyors to the elevator, which carries the peas to the different parts of the building, in the various processes. In the pea department, two new capping machines have been added. This makes a double line of filling and capping machines. Each capper is speeded to 96 cans per minute making the capacity of the four machines 384 a minute. The pea acreage is 300 acres, and so far the prospects are for a good crop. In the corn department there has been some improvement. There will be five corn huskers each having a capacity of ten hands. In the husking building there are conveyors for everything and conveniences are seen on every hand. It takes about 150-horsepower to turn the wheels of this factory. One half is propelled by steam, and the other by individual electric motors.”

Albert A. Schnurr of Valders, became superintendent in 1917, and in January, 1918, Frank Herfort, Albert A. Schnurr and Robert Grosinski incorporated the business, with capital stock of \$100,000.00.

During the war, the government was encouraging canning factories to help provide the preserving of food due to the shortage. Herfort reacted in 1918 by constructing a huge warehouse, 66 by 240 feet.

Mr. Herfort died in 1920, The obituary appearing in “*The Canner*” of October 30th, was as follows: “Frank Herfort, president of the Frank Herfort Canning Company, of Baraboo Wisconsin, and one of the leading canners of the Badger State, passed away on Tuesday night, October 26.

“Frank Herfort was born August 1, 1860, and for many years took a prominent part in the activities and contributed materially to the advancement of his city, where he was most highly esteemed by all who knew him, occupying a position of the first rank in his community, to whose interests he devoted much time, and a marked ability.

“Mr. Herfort built up and expanded the business of the Frank Herfort Canning Co., from a small beginning. He put his great energy into it, having a vision of a big business, and today is one of the foremost food canning companies in Wisconsin.

“Mr. Herfort was a man of sterling worth, of unswerving integrity, a man of whom it could be truly said that his word was better than his bond. He possessed high ideals, broad views, a creative genius, and in his death the canning industry has lost one of its most stalwart co-workers and supporters.

“Some time ago, Mr. Herfort incorporated the business and surrounded himself by able associates, and for the past two seasons have been in full charge of operations. The work so nobly started by him will, therefore, be continued.” Mrs. Frederick Herfort became administratrix of her late husband’s estate, and in the settlement of the same, she bought out the interests of Mr. Schnurr, Mr. Grosinski and Mr. Paul Herfort, a brother of her husband, and the company then became a family concern.

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The business was family managed, with Mrs. Herfort's son, Lawrence, functioning as factory superintendent and his brother Randall, as factory foreman, with Robert Schnurr continuing on as field man. The factory ran under the above mentioned through the season of 1934, packing peas and cream style corn. Mrs. Frank Herfort died in November of 1934, and in the final settlement of the estate, in 1935, Lawrence Herfort became the owner of 51% of the stock and Randall Herfort 49%.

The company continued to operate as in the past until 1937, when Lawrence acquired all of the stock, thus becoming sole owner. In May, 1937, the Articles of Incorporation were amended, reducing the capital stock to \$25,000, and since that date the company continued to be a close corporation.

In 1940, the company still called Frank Herfort Canning Company, Inc., put in the necessary equipment to pack whole kernel corn, and discontinued cream style; since changing over, the volume of corn packed was just about double what it was prior to 1940.

Also in 1940, John W. Staub, a well-known Waukesha food broker, was appointed sales manager, and until his death in 1945, he exercised full complete responsibility for sales policy, and all sales were made through his firm.

There were some changes in personnel of factory superintendents and field men, which changes are not known to the writer and are therefore not recorded herein.

As of October 1948, the office was being modernized. Both Mr. Lawrence Herfort and his brother Randall were very helpful in providing some of the details covering the changes occurring after their father's death.

The company has always endeavored to pack a high percentage of quality canned foods, some of which are marketed under the company's own labels which are "Circus Brand" and "Baraboo Brand."

The Story of Wisconsin's Great Canning Industry By Fred A. Stare, 1949

Government purchases of canned food to be set aside from the 1944 packs were not to be labeled, but must be dipped or sprayed with a rust inhibiting olive drab paint, not only to retard rusting which was one cause of heavy losses on shipments exposed to salt air and tropical rainfall when the only storage frequently was on the beach, but also there would be no bright surfaces from dump heaps of empty cans, easily spotted from the air by hostile planes. There was no machinery or equipment in existence for applying the paint, which of necessity had to be quick drying and was therefore highly volatile and inflammable.

This operation was called protective coating and was quickly shortened to "procoating." Three meetings, at Eau Claire, Appleton and Milwaukee were held early in April where government men and safety engineers explained the urgency of all Wisconsin canners having export orders to get busy and make or buy the necessary equipment and paint so that the canned food could be prepared and shipped right from the end of the production lines. It was also necessary to secure extra heavy waterproof shipping cases, water proof glue, and can making devices to print the code name of the contents on each can.

This was also the year that many Wisconsin canners, excepting for local girls and boys of high school age and housewives and elderly men were almost solely dependent on prisoners of war for field and factory. Approximately 10,000 former soldiers of Rommel's African Corps were assigned to help in the harvesting and processing of canning crops in the mid-west, 3259 being in Wisconsin.

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Under supervision of the Sixth Service Command Military Police based on Camp Grant, Illinois, housed and fed from a number of temporary prison camps in whatever buildings were available in suitable locations, the P.O.W.'s under close guard were distributed to surrounding canneries and farms.

The rules under which the P. O.W.'s worked were, at first, very rigid and caused much satisfaction, but it should be borne in mind that even the Army were utterly without experience in working P. O. W.'s as the war of 1812 was the most recent in which the labor of foreign prisoners of war was utilized. The eight-hour day, the bringing of all P. O. W.'s back to camp for even the noon day meal, the rule that men must be worked only in groups of ten with a guard, gun in hand, over each group, and a rest period of ten minutes in each hour, simply did not fit in with canning operations. But before the canning season was too far along, most of the hampering restrictions were modified, including guards at remote distance rather than only a few yards away.

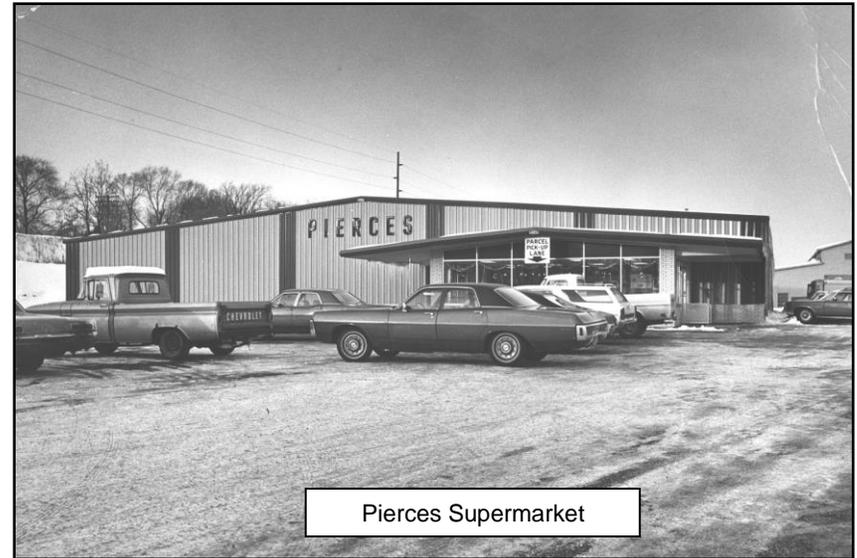
About 10% of the prisoners remained in camp to do necessary camp work. The prisoners that worked in Baraboo and North Freedom during the pea-canning season were housed at camp Reedsburg, during the corn-canning season the canneries received their help from Camp Lodi.

To read more about Prisoners working in Wisconsin during WWII, "*Stalag Wisconsin*" by Betty Cowley is highly recommended

In 1957, the Frank Herfort Canning Company held a large farm machinery auction. Approximately 125 large items such as tractors, pickers, wagons, cultivators, diggers, plows, wagons, discs, hay loaders and trucks were sold as well as many small items.

In December of 1966 the huge warehouse owned by **Lawrence Herfort** together with 11,600 chicks belonging to the **Ed Alexander Hatchery** and much equipment of **Peck's Hatchery** was destroyed by fire. The three-story building was 280 by 80 feet in size.

Baraboo Area Chamber of Commerce had an office at this location during 1972 through 1975. Records are not clear, so they



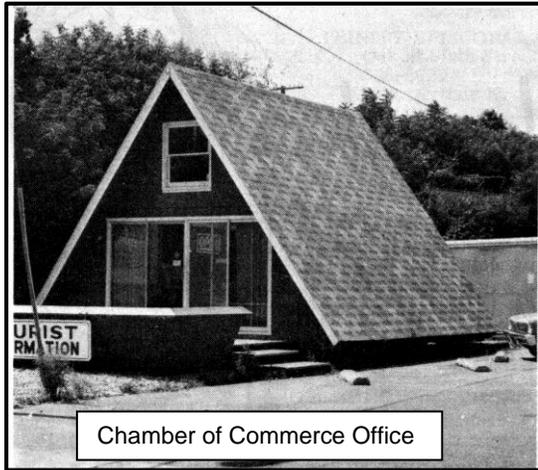
might have been here earlier and later. **Ira E. Perry** was the Executive Secretary.

Pierces Supermarket constructed a new building here in 1979 on land consisting of 4.48 acres owned by **Lila S. Pierce** and conducted business here until 1990 when they moved to 615 Hwy. 136. Lila Pierce owned the property until 1993. In 1994 the **Society of St. Vincent de Paul Thrift Store** moved to this location.

In May of 2010, the **Baraboo Food Pantry** was making plans to move from the basement of the First United Methodist Church due to crowded conditions. The pantry had been in the church for the prior 15 years. Their plan was to occupy a portion of the St. Vincent building by August of 2010.

In August of 2010 it was announced that the family of the late **Stephan D. Luther**, former president of the St. Vincent de Paul Society of Baraboo, gave \$20,000 to the **Baraboo Food Pantry**. Food pantry president, **Judy Lewis**, said the money covered the lion's share of remodeling space within the St. Vincent de Paul's Thrift Store for the pantry. The Food pantry was formerly located in the basement of the First United Methodist Church and was "*busting at the seams*"...

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Chamber of Commerce Office

In June of 1871, **Mr. Terrill Thomas** purchased of **P. Pratt**, 40 acres bordering the south side of the river exactly opposite the heart of town. The millpond overflowed a fourth of the tract. Cost \$6,000. Reason, to obtain an amicable right of way for the railroad through the tract. This pond was west of the middle waterpower and the future Broadway Bridge would run above it

During the year 1892 and earlier, **A. Walton** was conducting a **Planing Mill and Stave Factory** on the flats about 450 feet west of Broadway. In the spring of 1894 the mill was destroyed by fire. The mill was located on the south side of the river about 450 feet west of South Broadway. By July, the machinery had been partially replaced and the soon the engine which propelled the machinery, would be repaired. The burning of the mill was a great loss to Mr. Walton. The mill furnished most of the fine inside finishing woodwork for the new homes of Baraboo.

This property is part of 100-134 South Boulevard.....

Ringling Brothers' Car Factory

This property in 2012 belongs to the State of Wisconsin Historical Society and is located west of and adjacent to 100-134 South Boulevard and has been assigned Parcel number 0955-00000

In September of 1909, **Ringling Brothers** purchased the "flats" west of the canning factory. Their plans were to build a **car factory** on the middle of the property, which belonged to the **Thomas Estate**. By the first of November the first building was nearing completion. The building was the first of three planned and was long enough for one car with three tracks laid to accommodate three cars. The building was 64 X 84 and was being built under the watchful eye of contractor George Isenberg.

It is not clear to the writer where the Ringling's had their car shops prior to this time, but it is recorded that in 1897 they constructed an addition to their car shops.

The car factory expanded in 1914 to accommodate nine cars. Many of the planks used in the construction of this building were from circus bleachers. The original shop had wooden girders held together by wooden pegs, which negated, so they felt, the use of a crane. The plant was abandoned in 1918.

In August of 1925, the members of the Baraboo Advancement Association, through its board of directors were rapidly completing negotiations for a refrigeration car plant to be located west of the canning factory on the Ringling car repair property. At this time the main building was being used by the Lorillard Tobacco Company for dry storage and housed about 40 carloads of tobacco with a value of \$125,000. The tobacco company would renew their stripping operations in the Ringling property on Water Street soon after January 1, 1926. They expected to employ 75 to 100 local people. This is the same building that Industrial Coils would later locate in.

The people of Baraboo were asked to come up with \$5,000 to be applied towards the purchase of this property. The new company expected to employ 100 people.

The company was organized in 1925 by a Delaware Company with headquarters at 19 LaSalle Street in Chicago and started operating

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here in November of 1925. The **North American Car Company** was incorporated in the state of Illinois in 1926 and subsequently acquired the North American Car Company and in 1939 the National Tank Car Company was acquired.

Sometime prior to 1927 a 38' long "Tin Shop" was constructed north of the east end of the 9-car shop.

Between 1927 and 1947 a 30' X 108' lumber shed was constructed east of the tin shop. Sometime later an addition to the west end of the building was constructed increasing the total length to 153'. About the same time a 32' long coal shed was constructed west of the tin shop and a 45' long lumber shed constructed west of the coal shed.

Between 1947 and 1953 a 42' X 165' factory building was constructed off the northwest corner of the car shop and just north of that building was another lumber shed constructed, 36' X 87'.

Later, in 1946, the company organized the Illinois Refrigerator Car Company, and also acquired the capital stock of the Northwestern Refrigerator Line Company. The latter company was later liquidated and the Illinois Refrigerator Line Company changed its name to Northwestern Refrigerator Line Company.

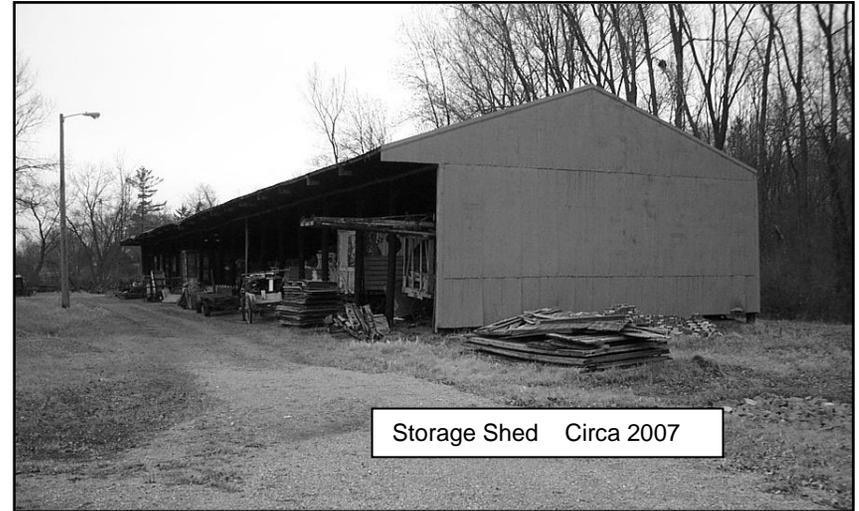
By January of 1929, the **North Western Refrigerator Line Company** was predicting that it would construct 200 new cars in addition to repairing 3000 cars then in operation during the year. By this time the company employed about 50 workers.

In September of 1930, the plant began construction of 50 refrigerator cars. The cars would be labeled on the outside "Wisconsin Peas."

In June of 1940, the company began the construction of a steel frame building which would be constructed in two section, one 66 X 308 feet and the other section 28 X 90 feet. This building would be east of the original shop building.

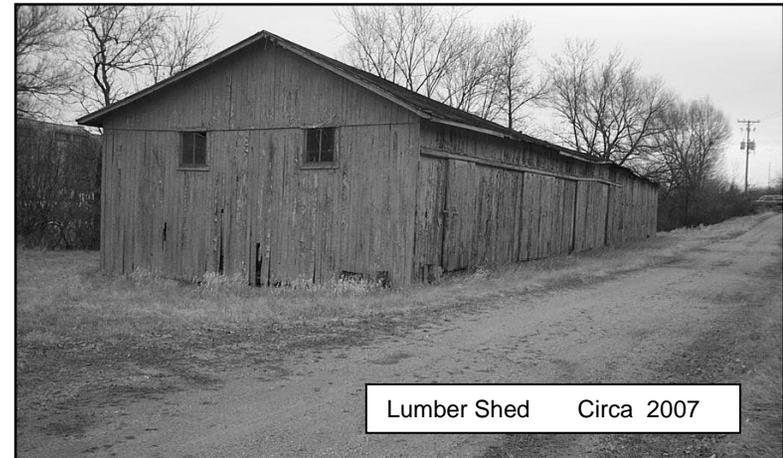
In April of 1941, the company was busy building a new modern office building. The new 24 X 46 building would stand where the prior office building stood.

In October of 1949, a building permit was issued to build an addition to the blacksmith shop.



By 1954, NACC operated railroad car repair shops at Coffeville, Kansas; Texarkana, Arkansas; Blue Island, Illinois; Austin, Minnesota and Baraboo. The company employed over 600 people.

In September of 1963 the employees of the North American Car Corporation were given notice that there was a good chance that the company would close this operation. This announcement followed



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the destruction of the Chicago Ridge Plant, which burned, to the ground. The company management felt it might be better to rebuild a bigger plant there to take care of all production.

In 1964, the NACC turned the plant over to the Circus World Museum, a value then estimated at \$100,000.

Car Shop's Chronology

1909

In September of 1909, the Ringling Brothers purchase flats west of Broadway on banks of Baraboo River from the Thomas Estate.

1909

In November of 1909, a 64 X 84 building, suitable for three cars, was under construction. The first of three planned.

1914

Ringlings expanded the building to house 9 cars.

1918

Building vacated; subsequently used to store tobacco

1925

The Delaware Company with headquarters at 19 LaSalle Street in Chicago started operating here in November of 1925.

1927

Between 1913 and 1927 a 38 ft. long "Tin Shop" was constructed north of the east end of the 9-car shop. Removed sometime after 1953.

1940

In June of 1940, construction of a steel frame addition to the 9-car building began. The building would be added to the east of the present building and would be constructed in two sections, one 66 X 308 feet and the other section 28 X 90 feet.

1941

In April of 1941, a new modern office building, 24 X 46 constructed where the prior office building stood.

1942

In April of 1942 a building permit was issued to the North-Western Refrigerator Line Company to construct a 34 X 200 warehouse near the river.

1947

Between 1927 and 1947 a 30' X 108' lumber shed was constructed east of the tin shop and north of the east end of the then expanded car shop. Sometime later an addition to the west end of the lumber shed was constructed increasing the total length to 153'.

About the same time a 32' long coal shed was constructed west of the tin shop and a 45' lumber shed constructed west of the coal shed. Both the coal and lumber shed were razed sometime after 1953.

1949

In October of 1949, a building permit was issued for an addition to the blacksmith shop.

1953

Sometime prior to 1953 and after 1947, a 42' X 165' factory building was constructed off the northwest corner of the car shop and just north of that building, a 36' X 87' lumber shed was constructed.

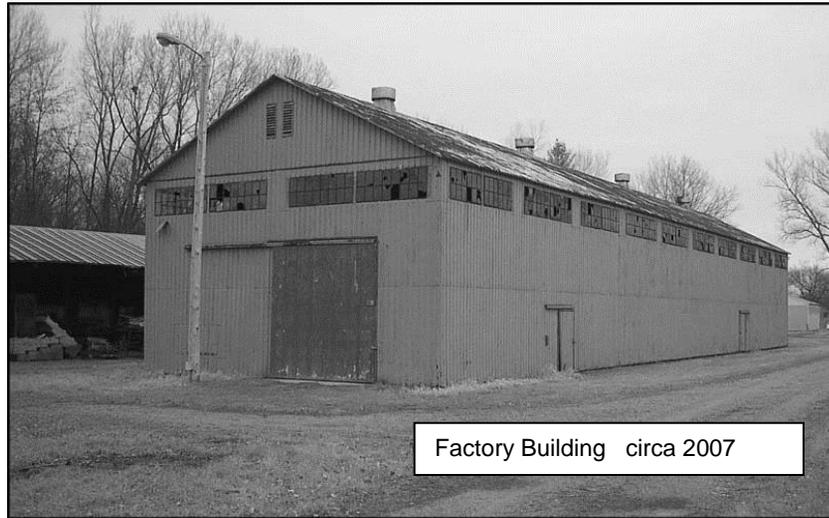
1963

In September of 1963 the employees of the North American Car Corporation were given notice that there was a good chance that the company would close this operation.

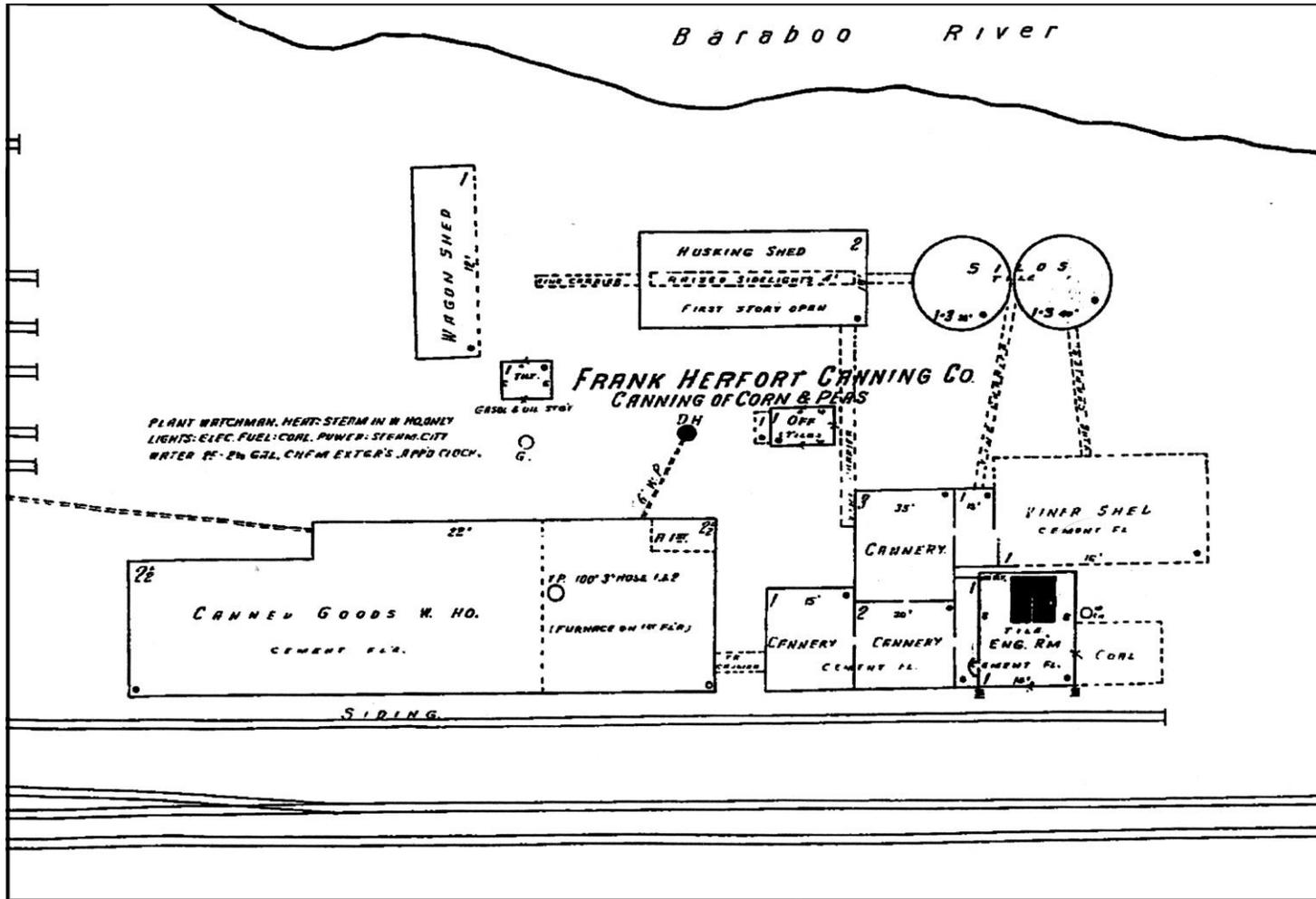
1964

In 1964, the NACC turned the plant over to the Circus World Museum, a value then estimated at \$100,000.

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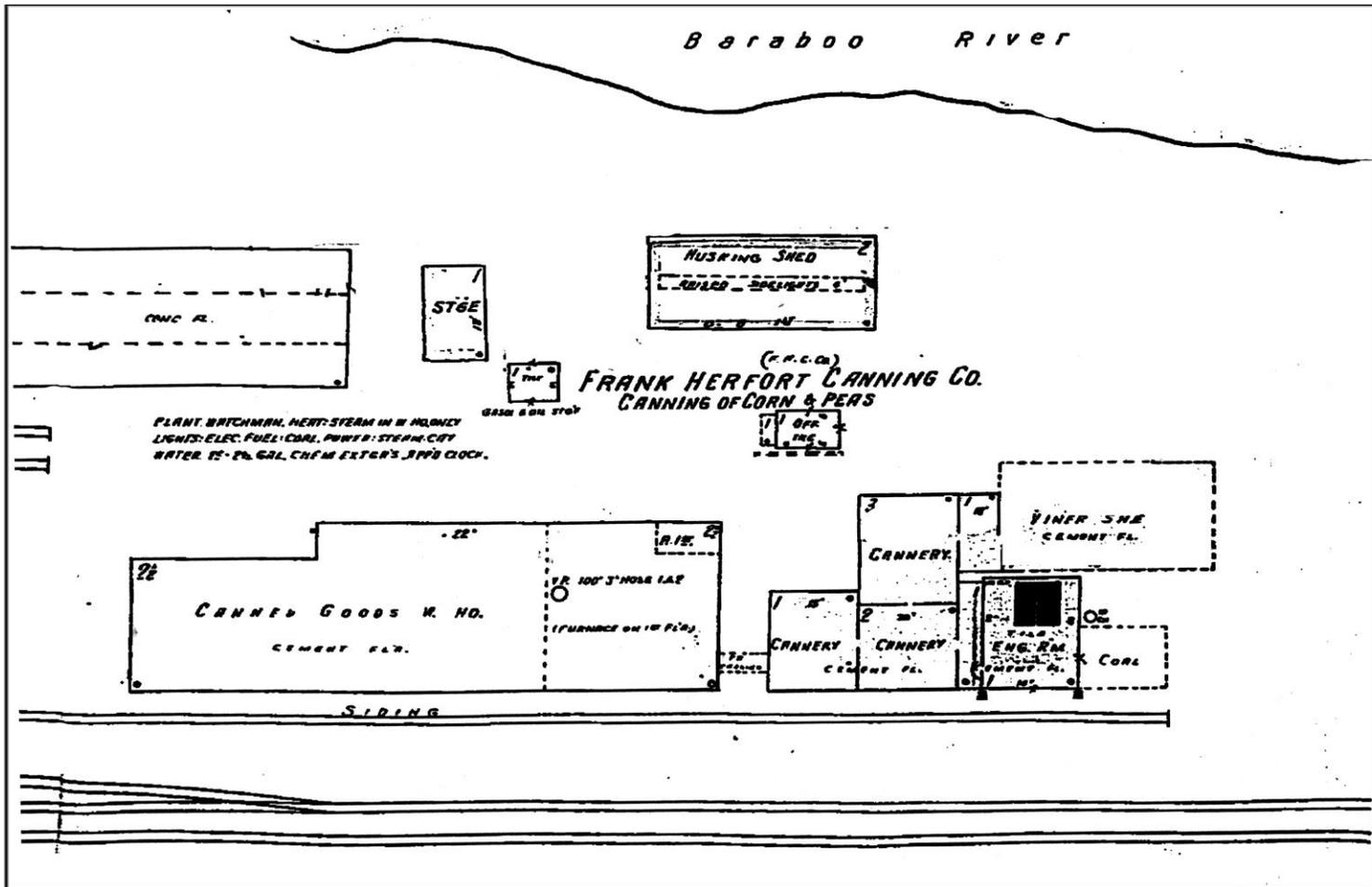


100-134 South Boulevard Herfort Canning Company



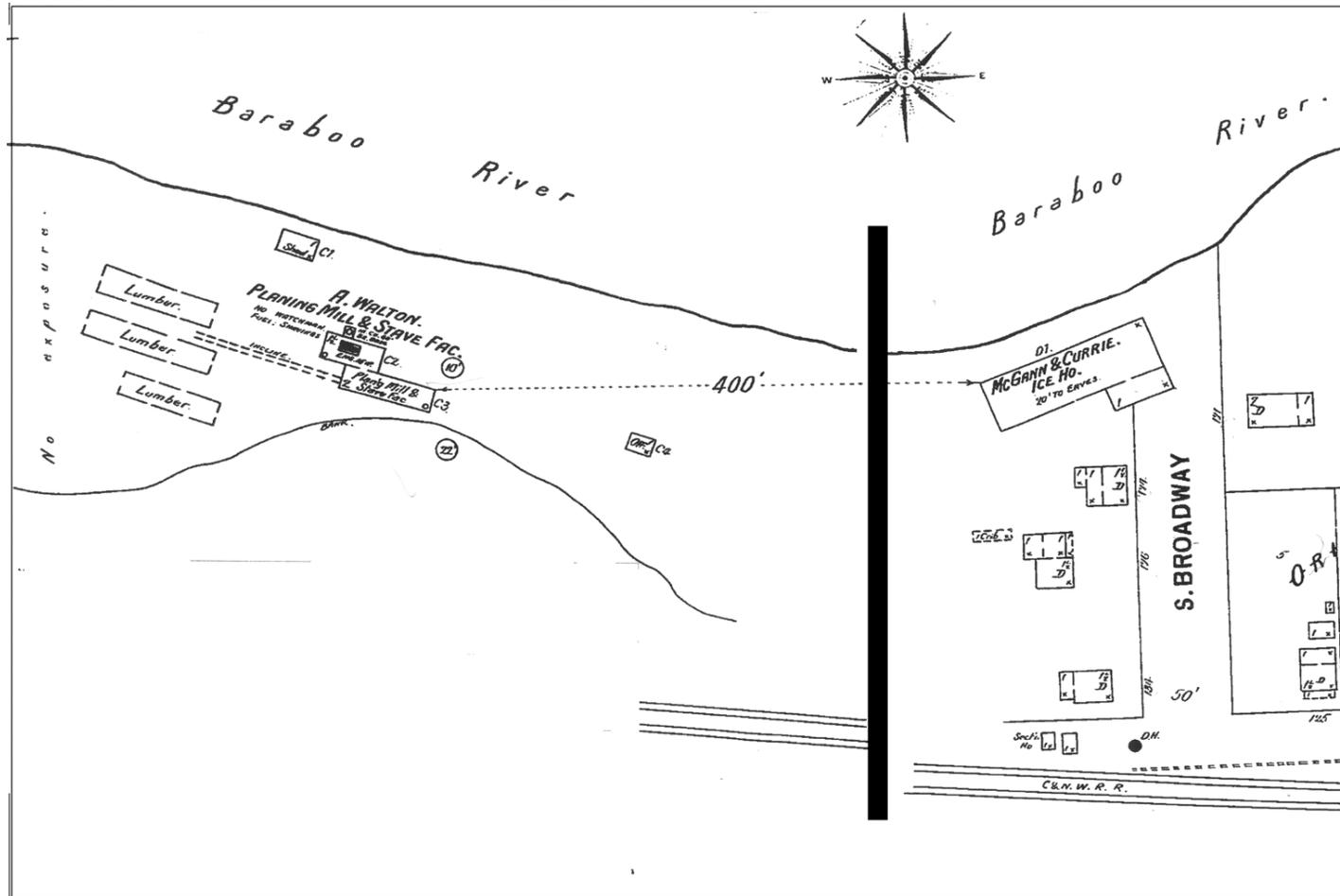
Herfort Canning Company circa 1927

100-134 South Boulevard Herfort Canning Company



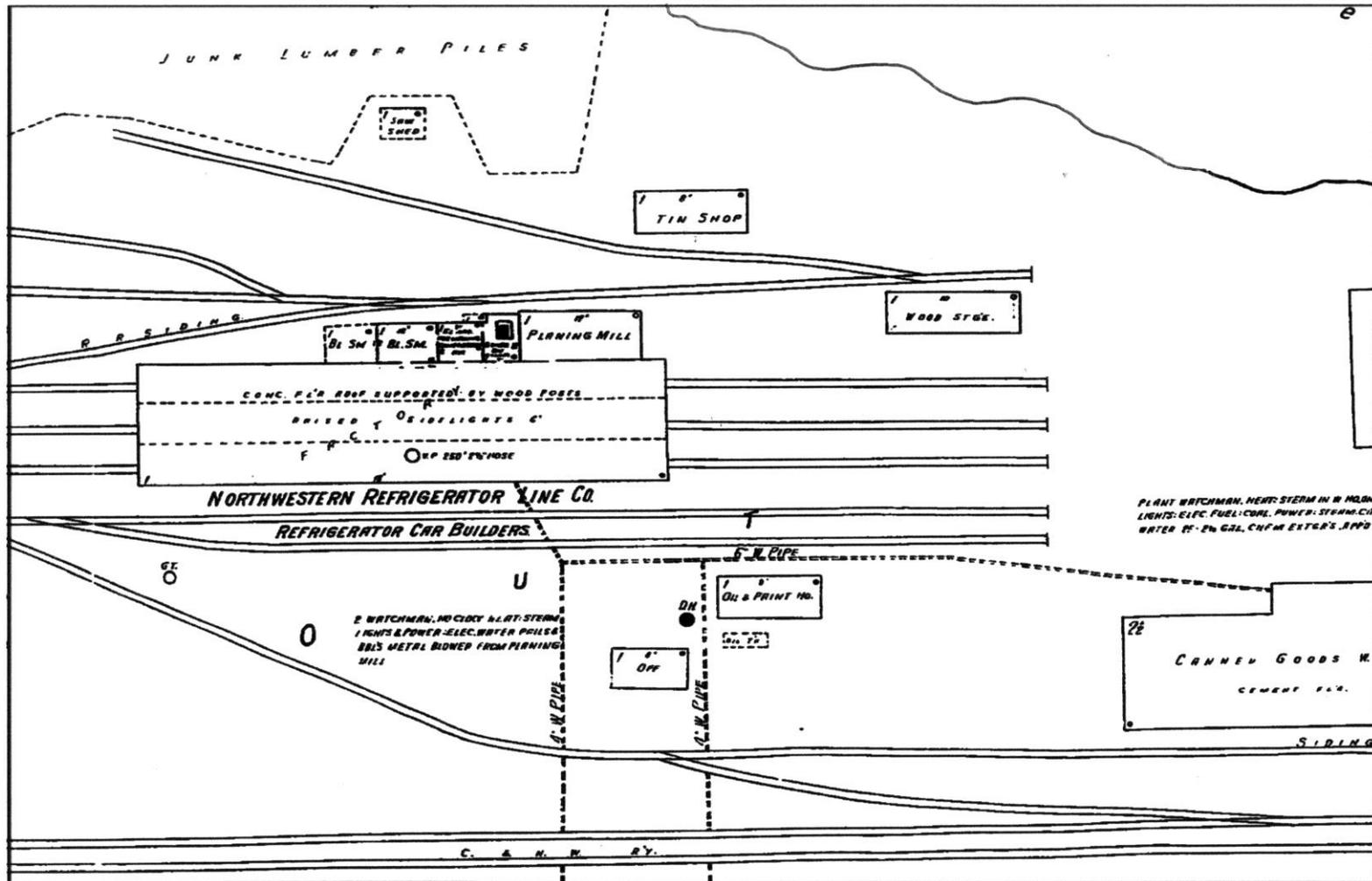
Herfort Canning Company circa 1953

100-134 South Boulevard Walton Sawmill and McGann Currie Ice House



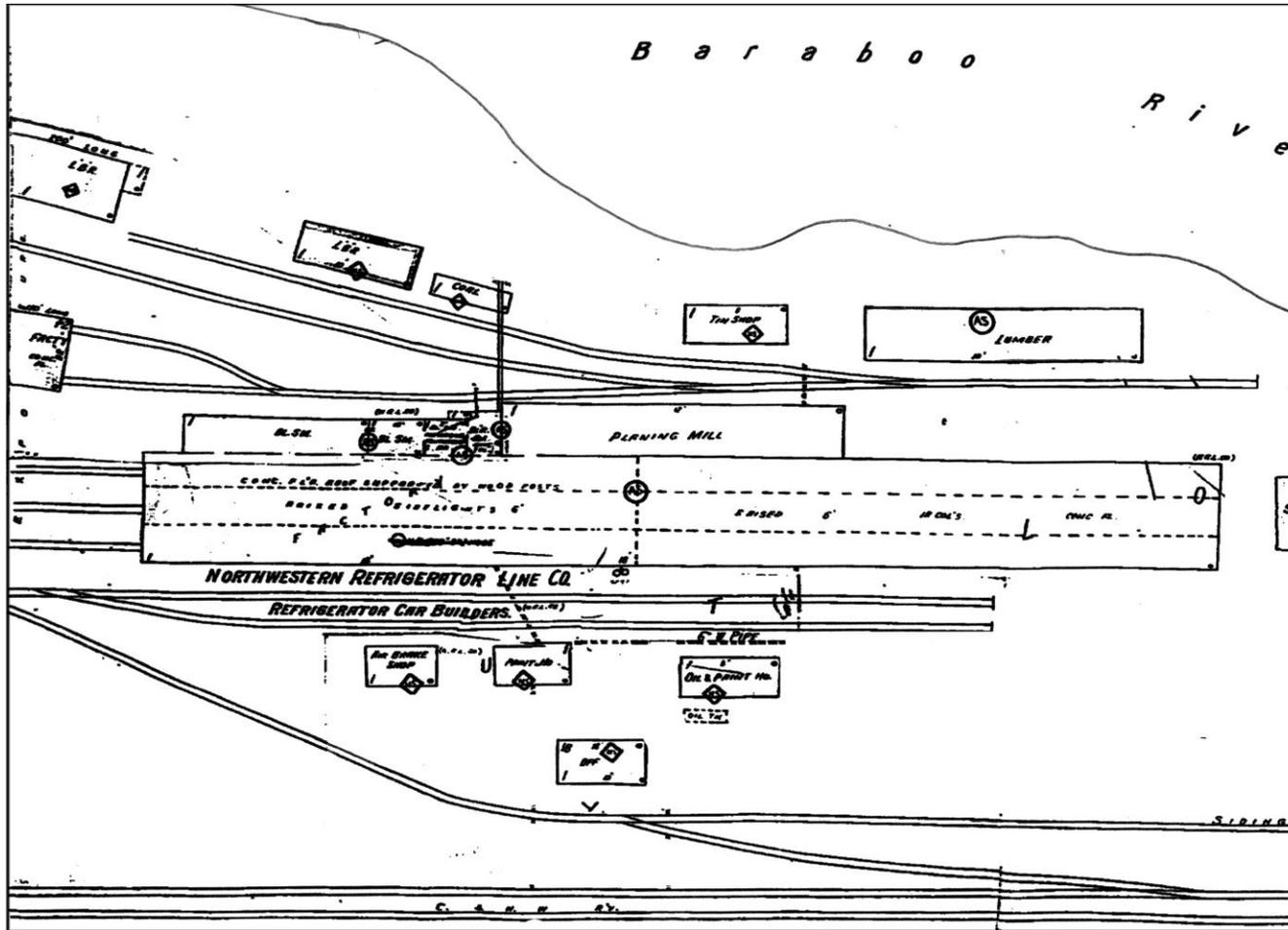
Walton Sawmill and McGann & Currie Ice House.....circa 1895

100-134 South Boulevard Northwestern Refrigerator Line



Northwestern Refrigerator Line Co. circa 1927

100-134 South Boulevard Northwest Refrigerator Line



Northwestern Refrigerator Line Co. circa 1953

100-134 South Boulevard Ringling Brothers' Car Shops



View of Ringling Brothers' car shops

100-134 South Boulevard Ringling Brothers' Car Shops



View of Ringling Brothers' car shops

100-134 South Boulevard Ringling Brothers' Car Shops



Ringling Brothers Loading of horses

100-134 South Boulevard Circus World Museum Car Shop



Car Shop circa 2007

101-121 South Boulevard

101-121 South Boulevard

Located on the east side of South Blvd south of the bridge and adjacent to the Baraboo River.

City of Baraboo Parcel No. 0954

Parcel No. 0954-00000

The **City of Baraboo** has owned this property since 2009, **J & B Land of Baraboo LLC**...2002 to 2009, **SPUSTA Properties LLC**...1997 to 2002, **Viking Village Inc**.... 1995 to 2002, **Viking Express III**...1993 to 1995 and prior to that **Mark, Ross & Miller LLC**.

In 1898 a small building was located at 121 South Boulevard. Sometime prior to 1953 the **Gem City Dairy** had a **livery barn** here.

In August of 1953, **Michael Setnor** received a building permit to remodel the barn located at this site into a store; it is



The Pierce's..... Jim, Ralph, Bill and Don

believed a **second-hand store**. In November of 1955, **Robert Burgess** purchased the **Merchandise Mart** from Setnor and **Charles Oldham**.



In October of 1959, **Ralph Pierce** of Pierce's Market purchased the tract of land on which the Merchandise Mart stood. The purchase was made from **Inez Pugh** and the land extended from Broadway to Quarry Street and from the Baraboo River to Lynn. Plans were to build in 1960.

In September of 1960, Pierces moved into their new **Pierces Supermarket** building at this site. The stock had been moved from their Walnut Street location with the aid of drivers from the John I. Hahn Co., Hilltop, Gem City and Borden Dairies and Bill Alexander. The grand opening was held in October. Pierces moved across the street in 1979 or 1980.

In 1972-1980, the **Red Wagon Restaurant** was operating at this site. There was also a dining room in the rear of the building called the **Back of the Wagon Restaurant**.

Jerry and Barbara Traxler established the **Riverstop Cafe** and **Boo Canoe & Raft** here in 2004. Jerry and Barbara had owned Nautical Notions at 119 Third Street prior to this move. In mid-December of 2007 the Traxler's announced that their food service was closing on December 21. They would however continue to be open with a closeout sale of their nautical merchandise.

It was announced on June 16, 2009 by James A. Kaiser of Ramaker & Associates of Sauk City that Poynette-based developer, **Jerry Gilbert** was planning on building a three-story riverfront retail and office building on this site. Kaiser appeared before the planning

committee who approved the construction of the building which is slated to open in April or early May of 2010. However, later it was found that the city council was not to keen on the idea so the council agreed in October of 2009 to have the city purchased the site and hold it for future approved development. The property was assessed at \$337,200 and the agreed price with the city was \$350,000.

The city also owned, at this time, two adjacent lots to the east of Traxler's property plus a much larger property that formerly served as Alliant Energy's equipment yard that reached to Walnut Street and Alliant's office area bordering Lynn Street.

The Baraboo News Republic, dated February 17, 2012, carried an item reporting the possibilities of a 32-apartment building being constructed on this empty lot and extending east onto the former Alliant Energy parcel bordering on Vine Street. **Charles Boyso** and his father **Steve Boyso** of Watertown, owners of the Fox Point Apartments in Baraboo, presented a preliminary design of the buildings during a special meeting of the Baraboo Economic Development commission on February 16, 2012.

Parcel No. 0958-00000

This parcel has no other identification. It is a small parcel of land (.16 acre) used for billboards located on the SE corner of the intersection of Lynn Street and South Boulevard on the north side of the railroad. It has been owned by **TLC Properties Inc** since 2006, prior to that by 2006 **Outdoor Advertising Associates Inc Display**.



River Stop Cafe/Boo Canoe & Raft c2008