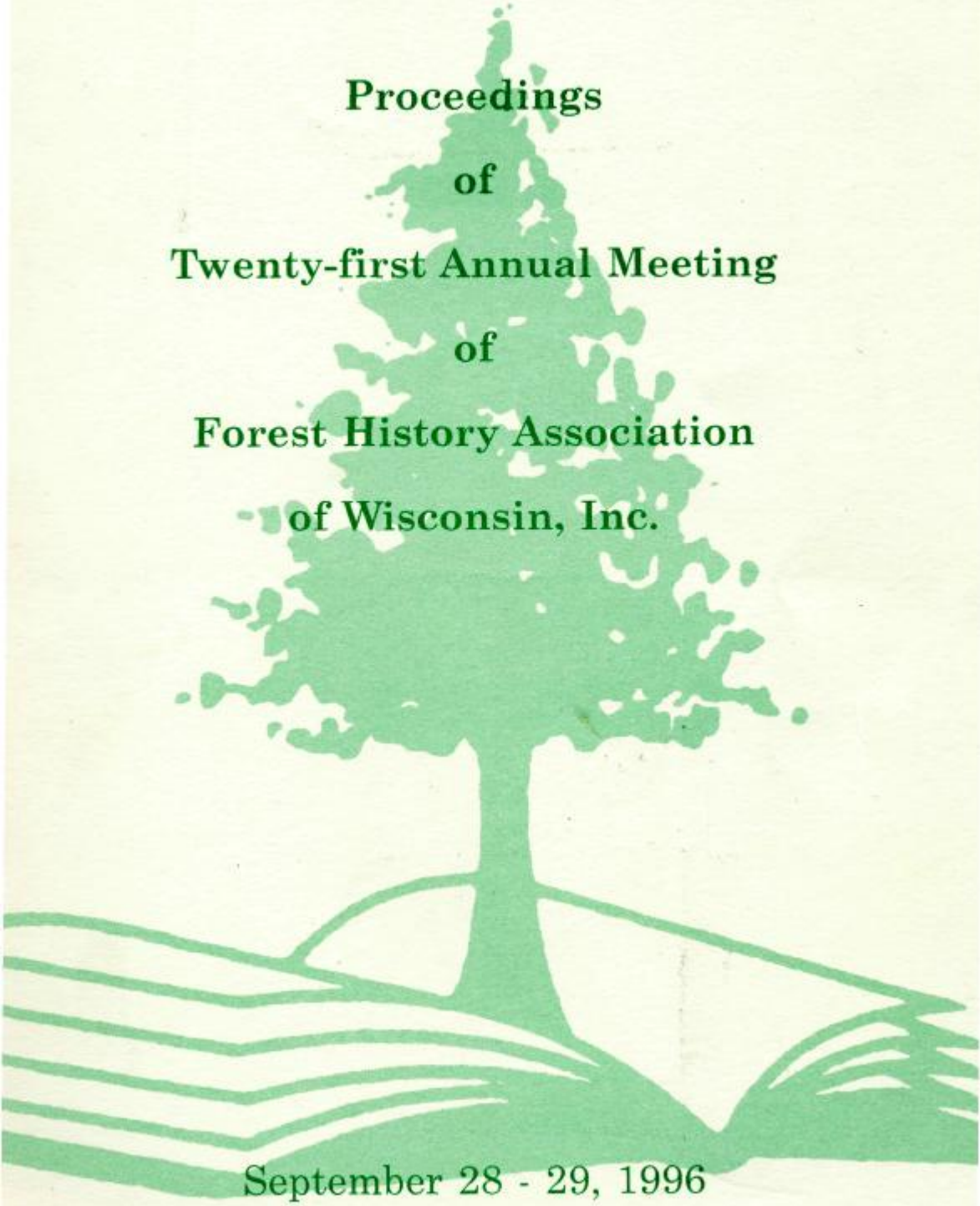
"THE FLAMBEAU RIVER AREA'S FOREST HERITAGE"



Proceedings

of

Twenty-first Annual Meeting

of

Forest History Association

of Wisconsin, Inc.

September 28 - 29, 1996

Ladysmith, Wisconsin

The Forest History Association of Wisconsin

The Forest History Association of Wisconsin had its beginnings early in 1957 when a group of representatives from the wood products industries, conservation agencies and the University of Wisconsin met to discuss a potential bicentennial project which would remind our citizens of the importance of forests in Wisconsin's past, present and future.

Their discussions led to the founding of the Association as a non-profit, tax-exempt endeavor whose principal objective would be to preserve Wisconsin's forest heritage. Membership currently numbers about 240 individuals, corporations and institutions.

A ten-member Board of Directors serves as the Association's governing body. Officers and directors for 1996-97 are:

Don Lambrecht – President . . . . . Green Bay
Robert Brisson – Treasurer . . . . . Menominee, MI
Frank Fixmer – Secretary . . . . . Mosinee
Thomas Albrecht. . . . . Shawano
Karl Baumann . . . . . Marinette
Eugene Harm . . . . . Cadott
Randall Rohe . . . . . Waukesha
Michael Sohasky . . . . . Antigo
Michael Weckwerth . . . . . Merrill

The Association has published a number of booklets which should have some appeal to the forest history enthusiast:

Proceedings of Annual Meetings -1978 thru 1995
History of the Nicolet National Forest (out of print)
Bibliography of Wisconsin Forest History Literature
"Chips and Sawdust" (Quarterly newsletter)
A Chronology of "Firsts" in Wisconsin Forest History

Further information on any aspect of the Association's program and policies may be obtained by writing to:

Secretary
Forest History Association of Wisconsin
403 McIndoe Street
Wausau, Wisconsin 54403-4746

The Print Shop, Wisconsin Rapids, WI 1997

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Ladysmith, Wisconsin



Founded 1975

"The past is but prologue to the future"


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Foreword

This is a record of the official transactions and written papers presented at the twenty-first annual meeting of the Forest History Association of Wisconsin on September 28-29, 1996 at the Best Western El Rancho Motel in Ladysmith, Wisconsin.

Mr. Henry Golat, president of the Rusk County Historical Society, Mayor Ron Moore, and Rusk County Historical members Delores Stevens and Lois Becksfoot all worked on arrangements for the meeting. Mr. Golat provided Society brochures for our meeting while the Flambeau Mine officials supplied brochures illustrating their mine operations.

The County Board of Supervisors allowed Mr. Paul Teska, County Forester, to take us on a tour through a portion of the Rusk County Forest on Sunday morning. He explained the importance of the forest in the economy of the county in timber and game production and recreation. After a picnic lunch in the forest we were conducted on a most interesting and informative tour of the Historical Society Museum.

A special thanks to Mr. Rod Gont who provided the evening's entertainment and instruction. He vividly portrayed a French voyageur, and in this characterization he demonstrated how to build a birch bark canoe in the native fashion. It was an exceptional performance .

As always our secretary, Frank Fixmer, devoted a great amount of time and effort to this meeting. And finally a huge thank-you to Mr. and Mrs. Eugene Harm who handled overall arrangements and obtained the speakers for the meeting.

For any reader who is not a member of our organization, we invite you to join us in preserving a record of Wisconsin's forest history. Write to Secretary, Forest History Association of Wisconsin, Inc. 403 McIndoe St., Wausau, WI 54403-4746.

President's Report

It is on a very sad note that I report the passing of Jacque Vallier. He died September 11, at the age of 84, in Mequon, Wisconsin. Jacque and his wife, Dory, have been members since 1977 and became life members in 1989. They have been strong supporters of our Association, and made many contributions to our progress. The Valliers were responsible for the development of the nationally famous logging museum on the Menominee Indian Reservation at Keshena. If any of you haven't seen it, it's well worth a trip. Our sympathies to Dory and others of his family.

The 1995 Annual Meeting in Plover, Wisconsin on *Non-traditional Products of the Forest* was innovative and very interesting. Our receipts for that meeting were slightly more than our expenses, an improvement over some prior experiences. In addition, the auction was very productive generating over $500.00. We thank Mike Sohasky for his great success as an auctioneer and the donors for the items donated.

Our traveling exhibit, with the theme of *Forest Products Transportation by River, Rail, and Road* really did travel this year. It was at the **Wausau River Log Jam** festival in June at Wausau, manned by Frank Fixmer for 2 1/2 days. In July, it was at **Farm Progress Days** near Edgar, Wisconsin for three days. This is a huge statewide event attended by over 100,000 people. Here it was staffed by Frank Fixmer assisted by myself. In August, it was at a one day showing at **Prentice' s Pioneers Program** and again was manned by Frank Fixmer. In early September it was at the **Logging Congress** in Green Bay with over 30,000 attending during that three day event. Karl Baumann, Jim Adamson, John Saemann, Bob Brisson, Frank Fixmer all assisted here. Karl Baumann took the exhibit to a one day program at the **University of Wisconsin-Marinette Center.** There were many favorable comments over our fine display.

The educational leaflet *Firsts in Wisconsin's Forest History* was revised and updated from its 1990 original. Free distribution was announced and numerous requests received.

The cataloging of our reference library at the University of Wisconsin Stevens Point Area Research Center was completed. Because there are continual additions, $200.00 has been budgeted for 1996-1997 for further cataloging of these additions.

The Round Lake Logging Dam west of Woodruff was dedicated August 21st and was attended by several hundred. Your Association made several contributions to its reconstruction during the past four years. Fixmer and Lambrecht attended the dedication as did members M/M John Baer.

Ray Clark continues as editor of *Chips and Sawdust* during the fiscal year and I thank him for his fine effort.

On the student scholarship award it was decided to defer the 1996 award to 1997 doubling the stipend to $600.00. Cochairmen John Saemann and Mike Sohasky are currently accepting applicants.

Publicity was handled in 1995-96 by Carl Krog. We thank Joyce Banta for her many years as publicity chairman and Carl for accepting this post.

Our *Annual Proceedings* for 1995 was edited by LaMont Engle succeeding Dr. Randall Rohe. I thank LaMont for taking on this considerable responsibility and Randy for doing such an outstanding job for the previous five years. LaMont will continue as editor for the forthcoming edition.

Our secretary-treasurer, Frank Fixmer, requested that we relieve him of the treasurer's duties as of July 1, 1996. Fortunately we had Robert Brisson of Menominee, Michigan, who agreed to accept the responsibility. Bob was a charter member of FHAW and became a life member in 1981. He served many years as the UW Extension Agent for Marinette County, and more recently as Director of Upham Woods Environmental Education Center at Wisconsin Dells. He currently remains active as a consulting forester. A special thanks to you, Bob.

Last, but certainly not least, I want to express the Association's gratitude for Frank Fixmer's contributions. Even though he has relinquished the treasurer's duties he still devotes many hours as secretary and assisting in all of our activities. Thank you very much Frank.

The Woodruff area has been selected for our 1997 Annual Meeting site with October 4-5 the preferred dates depending on the availability of accommodations. A planning committee has been appointed to propose a theme around which a program will be developed.

Our membership hovers around 230. Each year we gain a few and lose a few. Soliciting new members remains a very critical goal for our continued success.

Donald G. Lambrecht, President

Forest History Association of Wisconsin
21st Annual Meeting of Members
September 28 - 29, 1996
Best Western El Rancho, Ladysmith, Wisconsin

THEME: *The Flambeau River Area's Heritage*

Saturday, September 28th

8:00 a.m. – Registration/Coffee and Pastries

9:00 a.m. – Opening Remarks/Introductions - President Lambrecht

9:15 a.m. – "A History of Ladysmith: Then and Now" - Mayor Ron Moore

9:45 a.m. – "Logging and Sawmilling on the Flambeau" – John Terrill, Editor, Ladysmith News

10:30 a.m. – Refreshment "Break"

10:45 a.m. – "Daniel Shaw Lumber Company" – Donald McEathron

11:30 a.m. – "Rusk County Logging Railroads" – Robert Barnier, Retired Soo Line Engineer

12:15 p.m. – Luncheon/Distinguished Service Awards – Randall Rohe and Frank Fixmer – Presenters

1:15 p.m. – "A History of the Flambeau River State Forest" – David Olson, Forest Supervisor, DNR

2:00 p.m. – "The Rusk County Forest" – Stanley Kromrey, County Board Member

2:45 p.m. – Refreshment "Break"

3:00 p.m. – Annual Business Meeting of FHAW Members

3:45 p.m. – Auction/Raffle – Mike Sohasky, Past President

5:00 p.m. – Social Hour

6:00 p.m. – Dinner

7:00 p.m. – Construction of a Native American Birch Canoe From Products of the Forest – Rod Gont, Naturalist

Sunday, September 29th

7:30 a.m. – Breakfast on Your Own

9:00 a.m. – Start of Bus Tour to Rusk County Forest
Registrants opting for tour of Flambeau Mining Company operations are to make own arrangements for car cavalcade.

12:00 p.m. – Box Lunch in Rusk County Forest

1:00 p.m. – Return Trip to Ladysmith

2:00 p.m. – Rusk County Historical Museum

3:00 p.m. – Adjournment

Our Speakers



Ron Moore

Mr. Moore was born and raised on a dairy farm at Stanley, Wisconsin. In 1950 he received a cheese-makers license and in 1954 he came to Rusk County and became manager and operator of the Conrath Coop. Dairy Co.

Mr. Moore then got into the mobile home business for almost twenty years. He semi-retired in 1992. He has served two terms on the Ladysmith City Council and is now serving his third two-year term as mayor.



John Terrill

Mr. Terrell was born in Green Bay and received a degree in Journalism from the University of Wisconsin-Madison in 1970. He has been editor of the *Ladysmith News* since 1971. His interest in logging comes naturally as his forebears worked in logging camps and for the railroads in northern Wisconsin. He was instrumental in Ladysmith's acquisition of the Soo Line's first passenger diesel locomotive, 500-A. He is the author of two local history books: "Ladysmith - A Centennial View" and "Ladysmith - A Photo Album."



Donald McEathron

Mr. McEathron's parents moved to a cut-over "40" in northern Chippewa County in 1921. They made a home and farmed amid the pine stumps. As a teenager in the 1930s he worked in logging camps, where he "never saw the sun in camp except on Sundays." He was president of the Rusk County Historical Society for three terms during the early construction of the museum.



Robert Barnier

Mr. Barnier is well qualified to talk about railroads, having worked as an engineer for the Soo Line for 41 years. Since retirement in 1988 he has enjoyed digging into the history of the area. Presently he is president of the Chippewa County Historical Society in Chippewa Falls.

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David Olson

Mr. Olson attended the University of Wisconsin-Stevens Point from 1976 to 1981 and graduated with a degree in Forest Administration. He was immediately hired by the Wisconsin Department of Natural Resources. He worked in Price and then Burnett County until 1990 when he accepted the position of Superintendent of the Flambeau River State Forest. He currently resides in Phillips with his wife and two daughters.



Stanley Kromrey

Mr. Kromrey was raised in Rusk County near Ladysmith and has resided there for over sixty-seven years. He worked for Peavy Paper Mills and Thorpe Sales Corporation and then entered the insurance business in 1974. Mr. Kromrey has been active in local civic organizations for many years. He has served on the Town of Flambeau Board and the Ladysmith-Hawkins School Board and is now a member of the Rusk County Board.

A History of Ladysmith: Then and Now

By Ron Moore

Ladysmith had its beginning in the logging heyday of the 1880s. Like many northern Wisconsin communities which were carved out of the northwoods at that time, Ladysmith grew rapidly through the second, or hardwood, logging period. Growth continued somewhat as the logged areas were cleared for agriculture. By the 1930s, most of the best farming areas were in use and the growth rate was leveling off. Ladysmith reached its highest population of about 4,000 persons at that time. Again, like most northern Wisconsin communities, Ladysmith began to lose population as small farming operations became uneconomical and farm consolidation forced many people to seek employment elsewhere. With this population out-migration came a general decline in both the local and regional economies, a condition which has continued, at least in part, to the present.

The name "Ladysmith" was given to this community in July, 1900 in honor of Mrs. Charles Smith, the wife of the President of the Menasha Woodenware Company. Mr. Smith was a sawmill and timber operator of that time and his firm a large manufacturer of wood products. Although it hasn't had facilities in Ladysmith since 1942, today's Menasha Corporation remains one of Wisconsin's largest firms.

Prior to 1900, Ladysmith was known as Flambeau Falls (1885), Corbett and Warner. During its earlier years, Ladysmith was a lumber and sawmill town. Being situated on the Flambeau River, it witnessed many log drives. The peak log drive on the Flambeau River was in 1905 with 41 million feet. By 1908 the drive had dwindled to 20 million feet and in a few years the lumber days were over.

In the area adjacent to lumber towns including Ladysmith, old camps were sometimes renovated for occupancy by the ladies of scarlet fame. These places always survived the occasional raids made on them, and the boys always gazed in awe at the madams when they appeared in town to shop or to board the train to the big cities. Likewise, shades were drawn down in the residences as they passed by on the board sidewalks, but a feminine eye could be seen peeking out at them from behind the curtains and the lumberjacks off duty did the old whistling stunt and were the wolves of that age.

Early in Rusk County's history, now minute Apollonia was its largest community. Lehigh and Strickland were but sidetracks for meeting and passing trains. Weyerhauser when it became the railroad division point, soon developed as the second largest community in the area. Ladysmith (then Flambeau Falls), Tony (then Deer Tail), Glen Flora and Hawkins were also sidetrack towns. Some had a telegraph operator for taking train orders and a section house and water tank. About 1887, Bob Corbett came to Flambeau Falls, and about then its name was changed to Warner. Corbett built a sawmill just south of town on Corbett Lake, the site of the city's present O.J. Falge Park and the new Rusk County Community Library.

About the first sizeable sawmill in Rusk County was erected at Ingram by the French Lumbering Company of Chippewa Falls.

Farming in Rusk County developed little in the early 90s, most of it being in and around Bruce, where quite a few of those employed in the woods acquired 40 or 80 acres, cleared off a few acres, acquired a cow or two and raised sufficient food for their own use and fodder for their stock. A number of Scandinavian families moved into the Blue Hills.

The 90s, for the most part, marked the end of the pine lumbering. The C.R.&M. railroad continued for a year or more to haul pine timber from their further north holdings on the branch line that landed in lower Sawyer county. The remaining timber in Rusk County now consisted principally of hardwood and hemlock, which could not be floated and it was necessary to haul this class of timber directly to the Ellingson Lumber Company at Hawkins; the Ingram Lumber Co. at Ingram; William Strickland's mill at Glen Flora; the Hein Co. at Tony; or the Menasha Woodenware and Menasha Paper Co. at Ladysmith. Later the Fountain-Campbell Lumber Co. and the Dorchester Hughey Lumber Co. came to Ladysmith and the Arpin Hardwood Lumber Co. and the Beldenville Lumber Co. to Bruce. A number of these constructed their own logging railroads and this manufacturing brought a large influx of people to the several villages as well as an increased flow of settlers to the cut over lands, the greater portion of them into the Bruce and Ladysmith area.

The entire area which is now Rusk County, but was then northern Chippewa County, developed to a remarkable degree by 1900. A movement developed to divide Chippewa County and create a new county from its north 24 civil towns. The lumbering interests generally opposed the division, except those in the Ladysmith area, principally on the grounds of potential higher taxes. The businessmen of Ladysmith were 100 percent in favor of it, while the businessmen of the rest of the towns in the county were generally opposed to it, or took no side.

The J.L. Gates Land Co., of Milwaukee, which had acquired a vast holding of land in the county, furnished much of the financial backing. A bill creating the new county was introduced in the legislature in 1901 and passed. Governor R. M. LaFollette was given power to and named the county Gates County. In the 1905 session, the legislature changed the name to Rusk, after Jeremiah Rusk, a former governor of Wisconsin.

Ladysmith truly grew from and around forest industries. After about 1910, however, agriculture, and dairying in particular, probably dominated the economy until the 1970s. While still important, farm consolidations continue today and employment in this sector is only a fraction of what it was. Manufacturing is dominant today with wood and paper related products the largest category. Weather Shield Manufacturing in Ladysmith and Jeld-Wen in Hawkins are today Rusk County's largest private employers. Both are millwork manufacturers.

Ironically, however, these and the other larger local wood users import nearly all their lumber: western pine, waferboard, etc. At the same time, growth of

hardwood in Rusk County's well-managed forests significantly exceeds usage, resulting in a considerable surplus of lower quality hardwoods in particular.

In view of this resource, local officials and development interests today are looking back to the local forests for economic stability. Targeting of wood related businesses, provision of leasable warehouse space and provision of larger (than 15 acre) industrial sites are the components of the area economic adjustment strategy which need attention at this time to move toward a sustainable resource based economy. To address this need, the City of Ladysmith, Rusk County, and the Ladysmith Community Industrial Development Corporation are working to jointly develop and operate a forest industry business park.

A forest industry industrial park is an industrial property in which most or all facilities are used for manufacturing wood-based products. A large number of types of wood-based industries are possible. Often the businesses are small to medium sized operations or local branches of larger wood processing industries in other locations.

This forest industry business park is to be built immediately adjacent to the present Ladysmith Industrial Park where Slagel Hardwood's sawmill can be the hub around which related and complementary businesses can grow. Slagel Hardwoods can trace the beginnings of its mill back to the Menasha Woodenware Company mill, around which the entire community grew early in its history. The last buildings from the original mill were consumed in a fire in the 1970s while owned and operated by Swanke Lumber Company. In 1981, Swanke Lumber Co. relocated from its site adjacent to "Flambeau Falls" to the Ladysmith Industrial Park. The new mill was sold to Slagel Hardwoods in 1992.

Perhaps another irony is that construction of this forest industry park to utilize renewable resources that originally built this area's economy is now being financed in large part from revenues generated from removal of a finite resource – copper and gold ore. Although by no means the largest local employer, the Flambeau Mine has certainly attracted the most attention of local employers since attempts to open it began in 1987. It is, after all, the only operating metallic mineral mine in Wisconsin. The economically removable portion of the ore will be mined out in February 1997, and ore shipments will conclude next July. Since the mine opened in 1992, it has generated considerable revenue for local governments in the form of taxes and grants. About $10 million is projected to be received by the time all is said and done. The local governments involved – the City of Ladysmith, Rusk County and Town of Grant are using most of these revenues in projects to strengthen and stabilize the local economy through projects such as the forest industry park.

Ladysmith today has about the same population as it did in 1940, about 4,000. As other communities like Eau Claire have grown considerably since then, Ladysmith's comparative importance has probably declined. Ladysmith is Rusk County's only city and its county seat, however, and remains an area educational, medical and convenience shopping center.

In addition to an excellent and up to date local school system, Ladysmith is home to Mount Senario College, a four year liberal arts facility. MSC brought NSCAA basketball champions home to Ladysmith in 1991, 1994 and 1996. And MSC has brought cultural diversity and opportunities to the community for nearly 35 years now.

The Marshfield Clinic – Ladysmith Center/Rusk County Memorial Hospital complex provides the area up-to-date medical facilities which would be the envy of many larger communities.

Ladysmith grew from the logging boom of the late 1800s, a time when environmental concerns were not much of a consideration. The latest boom, due to the very existence of the area's beautiful environment, is in second home construction along the area's waterways. An issue of the early part of the next century is likely to be whether this growth is deteriorating the very environmental quality that attracted it.

Finally, Ladysmith is extremely proud of its public facilities including a system of five parks which would be hard to match in their beauty or variety in another community this size.

Welcome to Ladysmith and to Rusk County.

Logging and Sawmilling on the Flambeau

By John M. Terrill

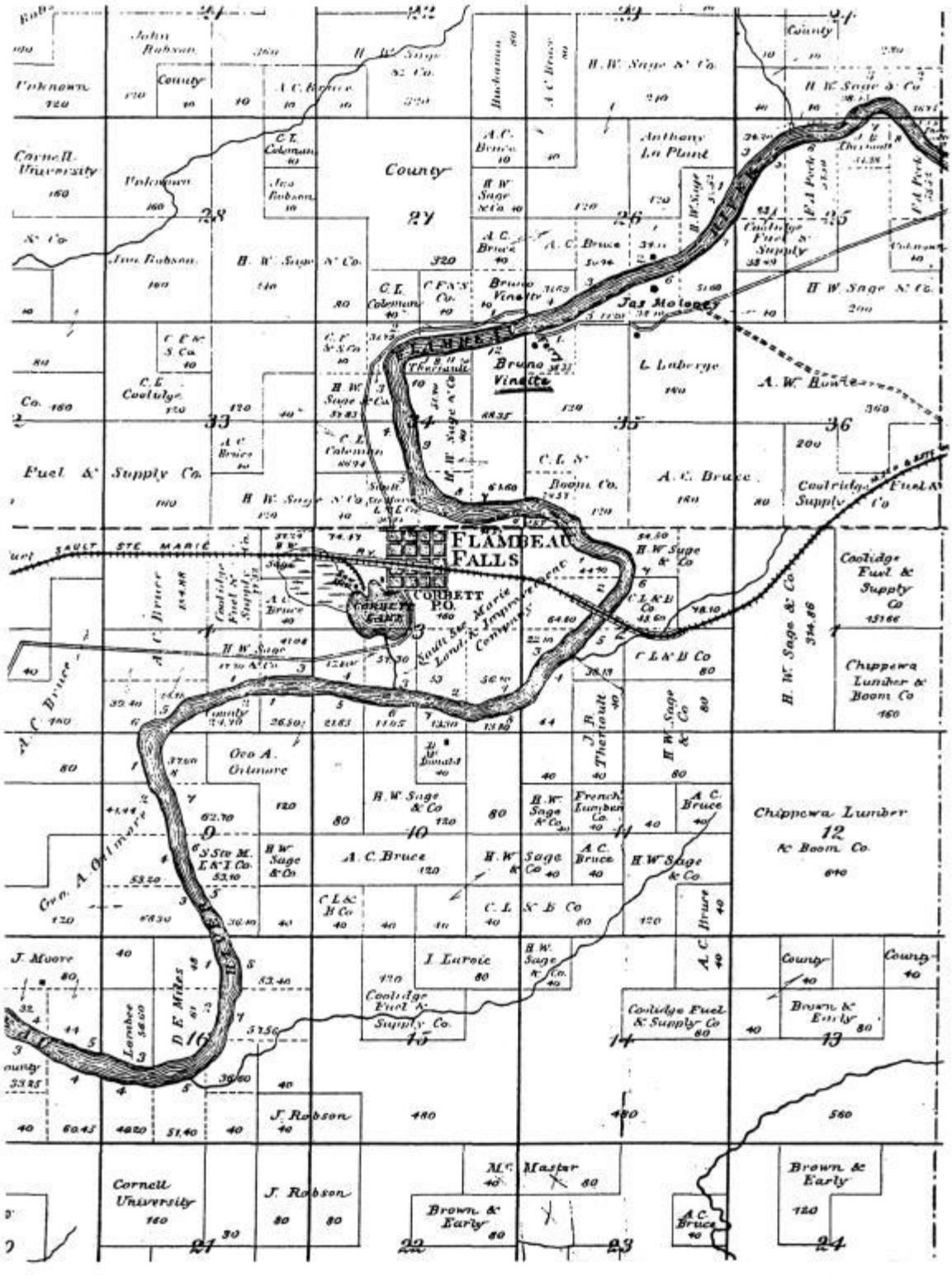
When government surveyors laid out the townships and sections of what is now Rusk County in about 1853, they recorded one of the earliest evidences of logging along the Flambeau River above its confluence with the Chippewa. They refer to it in their notes as a "Galloway's logging shanty." It was located close to the river bank near the site of the present REA dam northeast of Ladysmith. Lumbermen of that era had their pick of choice virgin pine growing along the river bank.

Logging in the Chippewa Valley was in its infancy in the 1850s, and one of the pioneer loggers of that era had ties with what is now Ladysmith. He was Bruno Vinette, who was born in 1836 in Quebec and immigrated to the United States in 1853. In 1855 he met a man who had just returned from a trip on the Chippewa River in Wisconsin and described the virgin stands of pine. Vinette traveled from Illinois to Chippewa Falls and began his logging career in the fall of 1855 as a cook in a camp at Jim Falls on the Chippewa River.

In about 1870 the French-speaking Vinette established a stopping place and farm on the south bank of the Flambeau River just west of the present Tee-A-Way golf course. Magnus Firth, an early lumberjack who recalled that era, said there were no wagon roads along the Flambeau River above Flambeau Farm, which was a staging area for the Daniel Shaw Lumber Co. Firth recalled that supplies were polled up the river in bateaux or hauled by traveling on the ice in the winter. Lumberjack William Seeburger wrote in 1915 about polling up the Flambeau in 1872 to the Vinette farm, then the head of navigation. Records show Vinette acquired the land for his farm that year. From there a newly-cut tote road led to Hackett's farm, 22 miles northeast. A map from 1875 shows a tote road leading from the Flambeau settlement and following the west bank of the Flambeau River to the Vinette farm,



Bruno Vinette, a pioneer logger of the Chippewa Valley, operated a stopping place and farm on the Flambeau at what is now Ladysmith. Born in Quebec in 1836, he began logging in the Chippewa Valley in 1855. In about 1870 he established a hotel and farm for his logging operations near the present Ladysmith. He logged until 1911 and died in 1923. (author)



The Ladysmith area some time before 1890. (author)

where supplies and teams were ferried across the river. An iron anchor for that ferry remains in the river bank. The tote road was known as "101 Trail." It is my belief the trail was so named because it ran to mile post 101 on the Wisconsin Central Railway at what later became Worchester.

A more direct route to the Vinette farm is shown in an 1880 map. That trail cut almost directly north through what is Rusk County to Vinette's stopping place, then followed the Flambeau River. Segments of that old tote road are still visible.

Vinette said in a 1904 newspaper article that his men cleared the farm in what is now Ladysmith to serve as a summer headquarters for his oxen, horses and logging outfit between seasons of logging operations along the Flambeau. Pictures show several barns and outbuildings in addition to the stopping place, which was built of logs which had been squared with a pit saw. He even had a crude jail for river pigs who got out of hand.

Vinette owned his stopping place and farm until 1901 and completed his last logging contract in 1911. He died in 1923. His stopping place was razed in the 1930s.

Corbett Sawmill

Vinette had ties to the first sawmill operator in what is now Ladysmith. When the Minneapolis, Sault Ste. Marie & Atlantic Railway, forerunner of the Soo Line, built through here in 1885, Vinette started construction of a hotel just north of the depot. Also attracted to what was then known as Flambeau Falls was a veteran sawmill operator by the name of Robert Corbett. Born in New York state in 1841, he moved to Wisconsin in 1861 and served with a Wisconsin company in the Civil War. Returning to Wisconsin, he learned the sawmill business and successfully operated mills in Clayton, Comstock and Shell Lake. With timber resources in the territory opened up by the new railroad, he moved his sawmill here in February of 1886. His family joined him here in March. In addition to erecting a sawmill on Corbett Lake, he completed the hotel that Vinette had started. He became its proprietor and the first postmaster of what was known as "Corbett Post Office." By 1888 the railroad had changed the name of the station to Warner.

Corbett not only sawed lumber for the homes and few business buildings in the village but shipped lumber by rail. A spur led to the small mill on the north shore of the lake and used the northern portion of it for log storage.

Corbett oversaw logging operations in the area during the winter months and sawed from late spring through the summer. There are only sparse references to the mill, but in 1895 sawing commenced May 1 and ended July 9 with one million feet cut.

The sawmill burned in 1898, and Corbett did no sawing until June of 1900 when he bought the Rogers and Clark sawmill on the north bank of the Flambeau River just south of Warner. He added a planer and resaw to the mill. In 1902 the mill employed 25 men and had a daily capacity of 25,000 feet, sawing pine and hardwood lumber as well as lath. The mill had rotary saws, a carriage run by rope feed and no mechanical conveyors. Corbett sold his mill in 1909 to a group of investors who would operate Ladysmith's largest mill.

Menasha Wooden Ware Co.

In 1899 Corbett also sold 160 acres of land in Warner to the Menasha Wooden Ware Co., which established the first major industry in the village. The wooden ware company, said to be the largest in the world, operated a manufacturing plant in Menasha. Looking for new timber resources, it acquired cheap timberland in northern Wisconsin and planned to build a plant on the Flambeau River at Warner.

Menasha Wooden Ware President Charles Smith, a widower, was about to marry Isabel Rogers, a widowed Neenah socialite. A suggestion was made at a dinner party in Warner to rename the village "Ladysmith" in honor of Smith's bride-to-be as an incentive to bring the new plant to town. Milwaukee land owner James L. Gates, who had extensive holdings in and around Warner, was behind the rechristening because he knew it would gain him publicity. The name Ladysmith was in the headlines, already, due to the siege of Ladysmith, South Africa, in the Boer War. The name was formally changed on July 1, 1900.

That summer the rapids in the Flambeau River at Ladysmith were inspected and plans were announced for a dam. Construction of the mill began in August of 1900, the work being supervised by R. S. Johnson of Appleton. A large boarding house and blacksmith shop were built at once. The foundations for the mill were excavated in October and by December the steam engine and boilers were in place. The first stave cut in Ladysmith was sawn at the mill on Jan. 1, 1901. It was the first of millions of barrel and pail staves that would be cut in Ladysmith. Heading and lumber also were manufactured.

In preparation for the spring log drive two rows of piling were driven into the river by a pile driver and booms were attached to hold the logs. By April the mill had been enlarged by one-third and it was still too small. The first carload of staves were shipped from Ladysmith in May of 1901.

Work on the Menasha Wooden Ware dam commenced in June of 1901 with up to 200 men employed. The object was to improve navigation in the river and facilitate the running and sorting of logs.

Logging crews had cut 2.5 million feet of timber for the Menasha Wooden Ware that winter. The logs were stamped with the MWW "butter tub" stamp hammer. In 1905 the company's log drive comprised 11 million feet.

The Menasha Wooden Ware was a boom to Ladysmith. Its population grew from 136 in March of 1900 to nearly 1,000 by the end of 1901. In 1905 the population was 1,700.

The Menasha Wooden Ware plant was expanded, and its yards included areas for log storage and kilns for drying lumber. Portions of the plant burned in the early 1900s and again in the teens, but they were rebuilt.

The Menasha Wooden Ware remained a vital force in the community into the 1920s, but as metal containers replaced the old wooden tubs and pails there was no longer a demand for staves. The Ladysmith mill closed in the mid to late 1920s. The company returned to Ladysmith in 1938 to manufacture juvenile furniture but left in 1942.

The Menasha Wooden Ware Co. not only played a role in the naming of Ladysmith. The city's three main streets – Lake, Miner and Worden – are named for MWW officials; the city's first mayor, R. S. Johnson, was the plant's first manager; and land for Ladysmith's beautiful parks were acquired from the MWW.

The Menasha Wooden Ware Co. evolved into the Menasha Corporation and is still operating in the Fox River Valley.



The water tank and crew from "Mitchell's Camp" north of Ladysmith was photographed on this ice road. J. F. Mitchell was a veteran logger from Ladysmith and president of the Flambeau River Lumber Company. (author)

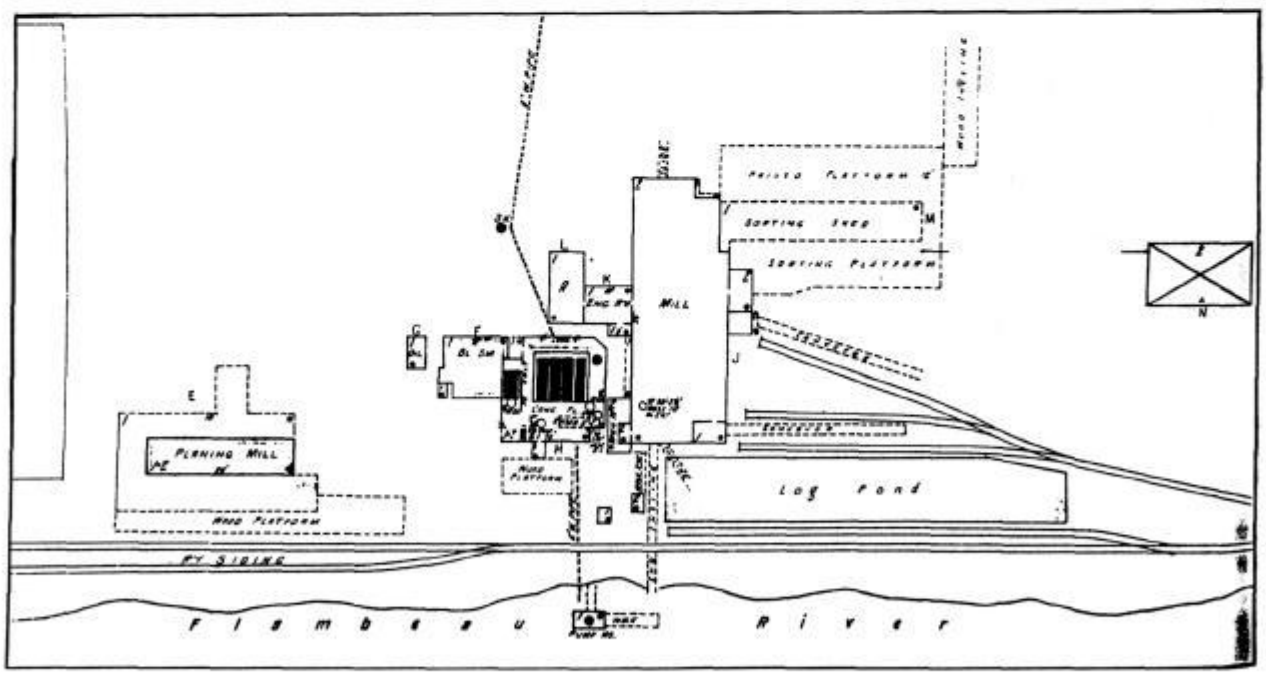
Flambeau River Lumber Co.

The Flambeau River Lumber Co., the largest of Ladysmith's sawmills with a capacity of 25 million feet per season, had a humble beginning in a small mill once owned by Robert Corbett.

In July of 1909, Corbett sold his mill on the city's south side to E. K. Hughey of Bellville, Iowa, a partner in the firm of Hughey and Mitchell of Ladysmith. The new operation was incorporated as the Flambeau River Lumber Co. in November of that year and had capital of $100,000. The new owners included veteran logger J. F. Mitchell, president; Hughey, vice president; and Ladysmith businessman W. E. Thompson, secretary-treasurer. They were not interested in Corbett's small sawmill but its site on the Flambeau River, which meant that logs could be floated to the mill. The company developed its first stamp hammer in 1909 and the succeeding year had a stamp hammer with a "10" in the middle of a circle. The number was supposed to change with each season's cut, but the mill



The Flambeau River Lumber Company mill in Ladysmith is shown in this photo taken in the teens. The planing mill is at the far right. The main mill is the building with the tall smokestack. Horse drawn carts traveled on the light rail seen between the stacks of lumber in the lumberyard. The mill operated from 1909 to 1928 and burned in 1931. (author)



The Flambeau River Lumber Company is represented in this drawing from 1925. Logs were taken into the mill on conveyors leading from the river and from the hot pond. The blacksmith shop and engine room were adjacent to the sawmill. The planing mill was housed in a separate building. (author)

continued to use the "circle 10" design after 1910. Even today logs can be found in the Flambeau River with the "circle 10 stamp."

Corbett was permitted to finish his cut in 1909 before the new owners took over. The Flambeau River Lumber Co. sawed logs in the old Corbett mill in the latter part of 1909, utilizing logs that had come down in the drive that spring and again in 1910 and 1911. At the same time the company was building a large, modern sawmill and planing mill east of the Corbett mill.

The new mill was completed in 1911 and the machinery was tested. "Few sawmills are better equipped than this," wrote the *Ladysmith News-Budget.* The Flambeau River Lumber Co. mill had an up-to-date band saw with teeth on both sides, which as old timers observed allowed the mill to make money "coming and going."

The modern mill also had a system of conveyors and automatic devices which reduced hand labor. "From the time the log enters the mill until the finished product emerges but little hand labor is required," said the *News-Budget.* The company had 10 million feet of logs on hand.

FRLC logs reaching Ladysmith were sorted at the dam and floated down river to the company's booms. The rock piling for those booms is still clearly visible in the river near the railroad trestle.

The logs were brought into the mill on a bull chain, and the band saw canted the logs. The squared logs then moved by conveyors to a resaw that cut them into dimensional lumber. The lumber was then planed before being hauled to the lumber piles.

The capacity of the mill was rated at 60,000 feet per 10-hour shift. The mill employed 120 men on each of two daily shifts. In 1912 the mill installed a new 80 horsepower boiler, bringing the total horsepower rating to 300. The mill was sawing a half million feet of lumber per week and set a one-day record of 101,000 feet. That record cut was surpassed in August of 1912 when 105,000 feet was cut in a single day.

Lumber was hauled on horse-drawn carts, which rode on light rail. The extensive yards extended north and east of the sawmill. Hardwood was piled north of the mill, and pine and hemlock were piled northeast of the plant.

The company was engaged in the wholesale and retail lumber business. The wholesale lumber was shipped from the mill by rail. A spur branched off the Soo Line's east-west line near the paper mill and followed the river bank to the mill, passing under the Wisconsin Central (Chicago Division) trestle.

The last real drive on the Flambeau River was in 1926 when the Flambeau River Lumber Co. floated its cut of 14 million feet of logs to Ladysmith. The drive was headed by Mitchell, a veteran of 48 years. The crew of 80 men was predominantly Indians.

The 1926 drive was insignificant compared to the drives of 40 years earlier when 300 million feet of logs passed through Ladysmith. In 1900 the drive was estimated at 90 million feet. The Chippewa Logging Co. drove 26 million feet in 1902.



Tiffany Studio of Ladysmith took this photo of a log jam on the Flambeau River in May of 1906. The Menasha Wooden Ware Company drive got hung up on the big rock in the center of the river at Little Falls northeast of Ladysmith. There was an estimated 1.5 million feet of logs in the center jam. Dynamite was used to break the jam with help from the Daniel Shaw Lumber Company crew. (author)

Dependent upon the river to transport logs, the FRLC became involved in a dispute over regulation of water levels in the Flambeau River. That dispute went all the way to the Wisconsin Supreme Court which ruled in FRLC's favor, but by that time the mill had all but ceased operations.

FRLC had run out of timber and was out of luck. The mill could have concentrated on sawing hardwoods, but could not have used the river to transport them. As it was, many of the company's logs were not reaching the mill due to low water conditions.

While 1926 marked the last true log drive on the Flambeau River, a small drive was conducted by the FRLC in 1927. A crew of 15 men, headed by George LaBerge, had charge of the drive, which included logs which had become stranded on the previous year's drive. It reached Ladysmith on May 3 of that year.

The *Ladysmith News* reported that "The tail end of the log drive of the Flambeau River Lumber Co., likely the last that will ever be floated down the stream, passed through the paper mill dam Wednesday afternoon, May 12." The paper mill crane was used to deck the logs.

Those logs were believed to be the last cut at the mill. There was also lumber remaining in the yards, and men were employed until that supply dwindled. FRLC employees were forced to look elsewhere for work, but owners of the mill hoped it would reopen. The mill was cleaned of all wood wastes, windows were boarded up and secured, and the plant was checked by a watchman.

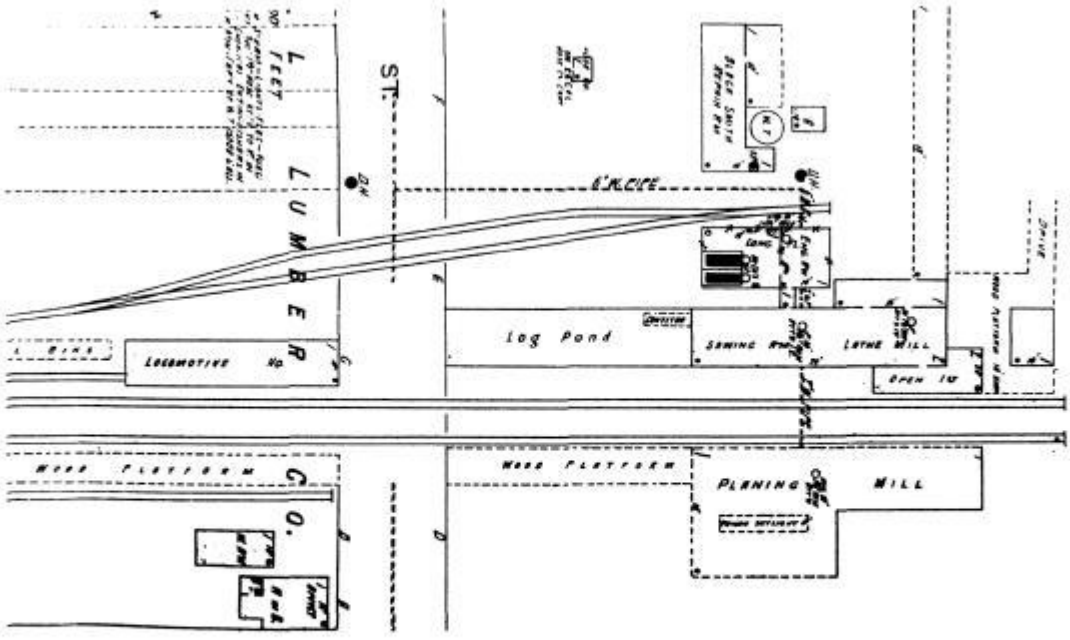
The end came in 1931 when the idled mill caught fire. Firemen could not contain the blaze, which became a raging inferno. Particles of roofing from the mill were carried high into the air by the rising heat and blown two miles. Roofs of nearby houses and barns also caught fire. Firemen had to scramble from place to place.

The fire destroyed the sawmill, engine room and transfer and damaged the brick boiler room. The planing mill, office and barn were undamaged. Among the losses were two or three old bateaux which had been stored at the mill.

Fountain-Campbell

Destruction of the Flambeau mill left one sawmill operating in the city. The Fountain-Campbell/Bissell Lumber Co. mill was the last of the large sawmills built in Ladysmith. Even though it was situated on the bank of the Flambeau River, it was the only sawmill that relied on railroads to transport its logs.

In May of 1916 the Fountain-Campbell Lumber Co. of Donald announced it would move to Ladysmith. The mill had been operating at Donald for a number of years, but timber resources were exhausted and the move was necessary. Mill hands came to Ladysmith that month and began clearing a site for the mill on the west bank of the Flambeau near the city's northern edge. By July a large crew was at work erecting the mill. The main sawmill, of frame construction was 32 feet by 141 feet with a filing room overhead. A galvanized iron building 24 by 60 feet housed the machine shop and blacksmith shop. The boiler and engine were housed in a solid brick building, 32 by 69 feet, on the west side of the mill.



This Drawing shows the Fountain-Campbell Lumber Company mill in Ladysmith in 1925. The logging spur ran into the mill from the west. (author)

A rail spur led to the mill, and logs were dumped into a seven foot deep hot pond 32 by 140 feet. The lumber sorting transfer was 100 feet long. Lumber sawed at the mill was automatically piled and dropped into cars, which were then taken into the yards. The mill was modern in every way.

Sawing of lumber began on Feb. 2, 1917, with a crew of 50 men using a steam-powered, single-cut band saw with a resaw. It ran night and day. Company president Frank Fountain moved from Appleton to Ladysmith.

The company also operated its own railroad for hauling logs to the mill. The locomotives and cars traveled a short distance on a spur that connected with the Soo Line a short distance west of the mill. Logging trains traveled six miles north of the Soo main line before branching off onto the logging railroad at Crane. The Line was built in 1909 by the Crane interests of Stanley and was acquired in 1910 or 1911 by the Puffer-Hubbard Co. of Minneapolis, which established a sawmill at Crane. Fountain-Campbell acquired it in 1916.

Some of the first logs sawed at the mill came from the site of the Chippewa Flowage. The logs were floated down the Chippewa River to Russell's Landing, which formerly was the upper landing of Weyerhaeuser's Chippewa River & Menomonie Railway. A spur was laid from the Soo Line to the landing to load the logs.

Fountain-Campbell extended its logging railroad into its timber holdings east of the Thornapple River sometime in the late teens. An engine house was maintained west of the mill, and a small switch yard accommodated the leased logging cars.

A Fountain-Campbell employee recalled that four-horse teams hauled logs from the woods to the landing. It was four miles one-way, and the teams make three trips per day. The wages were $45 per month.

In 1923 the mill's capacity was rated at 23 million feet per season. Most of the timber was hardwoods and hemlock, although some pine was sawed. In the winter of 1922-23 the company employed 140 men and 64 horses in two camps cutting timber in Rusk and Sawyer counties. An estimated 7.7 million feet of logs was trimmed, skidded and loaded in about two and one-half months. Camp 9 cut 4 million feet and set a one-day record of 77,000 feet. Camp 10 cut 3.7 million feet.

In late 1926 there were rumors that the mill would be sold. In February of 1927 it was announced that the Bissell Lumber Co. of Marshfield would purchase the sawmill and planing mill at Ladysmith, effective after the season's cut.

The Bissell Lumber Co. had a large tract of timber in Sawyer County north and east of the Fountain-Campbell logging railroad, and in the summer of 1927 crews laid another 12 miles of rail. Company president Frank Bissell moved to Ladysmith. The mill, which was closed for repairs, reopened and sawed 3 million feet that had been logged the previous winter.

Bissell operated the mill for about 8 years, although it began to decline in the early 1930s due to the Depression and depletion of timber holdings on the rail line.

Since Bissell owned timber north of Hawkins, he moved machinery from Ladysmith to Hawkins in the summer of 1936. Instead of hauling logs by rail, trucks were used. Trucks pulled sleighs loaded with logs.

The vacant sawmill and planing mill in Ladysmith were sold to a salvage firm and torn down in August of 1936, just 20 years from its genesis.

The hum of Ladysmith's last big sawmill had been silenced.

Daniel Shaw Lumber Company

By Donald McEathron

I am 81 years old and when I talk of the logging days I am talking of the days of the pine 100 to 150 years ago. So my knowledge comes second hand – I am indebted to the book entitled *The Daniel Shaw Lumber Company* by A. R. Reynolds and published by the New York University Press in 1957. It has lots of footnotes as to sources of information. But this talk is not necessarily a book review but includes information from loggers who worked for Daniel Shaw.

My dad moved into the Mud Brook Valley in Northern Chippewa County in 1921. I was five years old. Dad bought a cutover 40 and proceeded to make a home and farm. There were lots of pine stumps and most of them were higher than my head. The stumps were coated with black charcoal, the result of a huge forest fire a number of years after the valley was logged. But I am supposed to talk about the Daniel Shaw Lumber Company.

Daniel Shaw was born in 1812, a native of Vermont, where he owned a small sawmill. In 1851 he moved to Allegheny County, New York, where he opened another small and primitive mill. He traveled to Eau Claire, Wisconsin, in 1855 and in November of that year he purchased a large tract of Chippewa County land.

He shut down his mill in New York and instructed his cousin Noah Shaw, the Superintendent and engineer of that plant, to go to Eau Claire and draw up plans for a new mill on the banks of the Chippewa River. There were no facilities to build a mill in Eau Claire so Noah Shaw returned to Painted Post, New York, to supervise the construction of the engines, boilers, saws, edgers and other miscellaneous parts that would be needed in the new mill.

To get the machinery to Eau Claire it was necessary to ship it by rail to Buffalo, New York, then take a lake vessel to Milwaukee. There the equipment was loaded on rail cars and freighted westward to Prairie Du Chien on the Mississippi River, then loaded on a river steamer and carried upriver to Reed's Landing, Minnesota. There it was reloaded on river keelboats at the mouth of the Chippewa River for the trip to Eau Claire.

David Ferguson supervised the moving of Shaw's horses and logging kit. They were taken overland to the nearest Lake Erie port and shipped to a point on Lake Michigan, north of Milwaukee, then brought overland to Eau Claire. There were few roads.

Half Moon Lake, a large, protected body of water in the city of Eau Claire, was an ancient bend of the Chippewa River that had been cut off from the stream by a change of channels. When Shaw arrived in 1856 a man named Randall who owned the land around the lake proposed that Shaw, Randall, and a man named Clark dig a channel one quarter of a mile long across the low land and connecting with the river so that logs could be sluiced from the river into this protected body of water, then dig a short canal on the other end to the mill on the river bank. This was agreed to and was accomplished in 1857. This became the second largest log reservoir in the state of Wisconsin.

In the fall of 1856 Daniel Shaw established his first logging camp along the Chippewa River at Jim Falls. A second camp was at the confluence of the Chippewa and Flambeau Rivers. During the first year these two camps cut about three million board feet of logs. These logs were floated to Eau Claire and in the summer of 1857 began sawing logs at Shawtown, city of Eau Claire, where for the next 55 years the Shaw Mills manufactured top quality lumber.

A new logging camp midway between the Flambeau River and Deer Tail Creek enabled them to log the timber adjacent to both streams. By the 1879-1880 season 220 men and 75 teams operating out of 12 camps banked 350 thousand board feet of logs per day on the Chippewa River and these two tributaries.

The Company in 1879 secured a state charter to improve Deer Tail Creek. They spent $4,000.00 to construct two large dams and remove the snags and rocks from the stream. The Deer Tail crosses Highway 27 about four miles south of Ladysmith.

In 1857 Daniel Shaw contracts specified no log shall be scaled if less than 16 inches on the small end. By 1869 it was 12"at the small end, in the 1880s, 10", and by the 1890s, 8". By 1898 they were buying hardwoods and softwoods. Until the coming of the railroads all lumber was made into large rafts, floated down to the Mississippi towns, and sold to lumber brokers.

In the 1870s the Shaw Company paid taxes on forty thousand acres of timberlands. Necessity forced Shaw into many non-lumbering sidelines. The first and probably the most important was the 900 acre Flambeau Farm, locally called the Shaw Farm. I grew up two miles away as the crow flies and was in the big farm house and outbuildings several times. This farm was 60 miles upriver from Eau Claire at the junction of the Flambeau and Chippewa Rivers on the south bank of the Chippewa. This location enabled the farm to serve the logging camps along the banks of these two streams and their tributaries. A second farm several miles east was used mostly to produce hay. Both farms were completely fenced and Shaw invested $10,000 in buildings on the main farm. Cabbages, onions, rutabagas, potatoes, and other vegetables from the Shaw Farm relieved the monotonous diet of the lumberjacks.

As logging operations expanded, the Shaw Farm was able to provide most of the additional work animals needed in the woods to replace the old ones. These hardworking animals consumed vast amounts of timothy hay, oats, wheat, barley and corn. Before long the Shaw Farm was not only able to supply what was needed for these animals but to ship part of the wheat raised to Eau Claire to be milled in the company's subsidiary, Crescent Mills. Part of the flour went to the logging camps, and enough of it was sold to make a profit.

Farm hands fed a lot of cattle and hogs on the farm. Each fall these men drove 60 to 75 beef cattle to Eau Claire for butchering. Enough meat for the logging camps was shipped to the woods, but since there was a surplus the better cuts were sold commercially.

Employees at the Shaw Farm annually slaughtered about 100 hogs. The pork was salted and packed in company-made barrels and shipped to the camps as

mess pork. The same workmen rendered the lard and packed it in company-made kegs which were shipped to the camps. Hams and shoulders, however, went to Eau Claire to be commercially cured and sold. As farms increased it was more economical to buy farm products close to the camps and by 1900 the Shaw Farm was no longer a necessity. It was offered for sale for $35,000.00 in 1909 with no takers

By the late 1870s the Shaw Company had built two dams on the Thornapple River – Shaw Dam, where the Thornapple River crosses Highway 27 about five miles north of Ladysmith, and Hoyte Dam near the Sawyer County line.

Bill Schreiber and his brother Charlie had worked in the Shaw camps on the Thornapple and took part in the logdrives. In a dry summer Bill and Charlie walked up the Thornapple River looking for artifacts. Charlie said, "I lost an axe on this bend over 60 years ago," Bill saw a stick sticking out of the water and picked it up and on the end was the axe. The handle had weathered away to about 1/4 its former size. You can see it in the special Bill Schreiber exhibit in the logging museum at the Rusk County fairgrounds.

Logging crews banked logs for the spring drive. Sometimes they dumped the logs on the ice but more commonly they piled the logs in an orderly manner along the bank in what the lumbermen called rollways. At ice out the crews broke the rollways and tumbled the logs into the river. Once the drive started the work began to keep the logs moving and to prevent them from getting stuck on sandbars and rocks and forming a jam. Frequently thousands of logs piled up, blocking the river. It required hard and dangerous work, and sometimes the use of dynamite, to break the jam and get the logs moving again. Some of the crew had the task of bringing up the rear. These men refloated the logs that got stranded in the shallow water.



Log Stamp, Daniel Shaw Lumber Company. (author)

During the early years lumbermen on the Chippewa contracted among themselves to drive one another's logs. This led to arguments as to what constituted a clean drive. Sometimes Shaw managed the drive and agreed to drive the logs or others with his own. The organization of log driving companies to manage drives on a custom basis proved far more satisfactory.

The near failure of the spring drive in 1877 handicapped the Shaw Company. Snowfall in the woods the winter of 1876-77 was far below normal and the usual April rains did not fall. Continued lack of rain and the declining depth of the river forced Shaw to admit that no drive was likely before fall.

Twenty-four hours of rains in early June failed to float the drive. Rains in the later part of the month provided a four-and-a-half foot rise on the Chippewa and brought down to the Shaw mill pond ten million feet of logs which the driving crews had driven out of the Thornapple in April. Because of the lack of logs, sawing did not begin in the Shaw Mill until the later part of June and they ran out of logs and closed the mill on September 5th. This destroyed any hope of profit for that year.

Flood conditions on the driving streams caused even greater problems than drought for lumbermen. During the spring and early summer of 1880 extremely heavy rains fell on the entire watershed of the Chippewa. Many of the logs in the river and in the booms and log reservoirs were swept downstream by the current. All boom facilities at Chippewa Falls and Eau Claire washed away. Fortunately for the Shaw Company, an early season drive had brought down nearly six million board feet of logs. These logs were in the company's well protected mill pond, Half Moon Lake, and were beyond the reach of the flood. Shaw feared that the high water would drive all his other logs into the Mississippi and he would lose them. But the flood threw many of the logs up on the banks farther downstream and the Beef Slough[1] booms at the mouth of the river stopped the rest.

When the flood ended Shaw found that two million feet of his logs had passed Eau Claire. Since it was impossible to haul the logs back to Eau Claire, Shaw and other local lumbermen arranged with the Mississippi River Companies to exchange logs. Uninterested parties scaled all logs exchanged. Although unfavorable weather often harassed the log drivers, in some years the men experienced nearly perfect conditions.

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1. Beef Slough was owned by the Chippewa Lumber and Boom and Weyerhauser affiliate. It was a back channel from the Chippewa River to the Mississippi and was used to sort logs and assemble them into rafts.

An important part of the operation was a fin boom. The upper end of the boom was anchored to the right bank of the Chippewa river and was long enough to reach across the river at an angle. Fins projected below the boom on hinges and were connected together so they could be adjusted simultaneously. By swinging the fins one way the current of the river thrusting on the fins would swing the lower end of the boom to the left bank and thus the men were able to sluice the logs into Beef Slough. Setting the fins the other way the current would swing the boom back to the right bank, thus reopening the river channel.

I will conclude with a few words about the awful waste of timber, two of which I have already mentioned.

The first 12 years of the Shaw operation the minimum size log on the small end was 16 inches. Think of the millions of board feet that were left in the tops to rot. The second was the forest fires which ran though the slash. There was no organized method of fighting forest fires at that time.

As a boy my brother Elmer and I roamed the woods in the Mud Brook Valley and across the creek in Section 5 we could walk almost across the section on pine logs which had been laying there for at least 50 years. A man by the name of Otis Lane worked in the camp, as cook's helper, which was located on the next 40 south of ours. I told him about all the logs laying on the ground in Section 5.

He told me that Jack Bell was the contract logger for Weyerhaeuser. There came a time when there was not enough timber for another season's cut. So in March he put all the men in the woods and cut the remaining pine down and cut them into logs. Just before ice out the company representative came down the creek on the ice and said, "I don't see any green tops, so your job is done."



Rusk County Logging Railroads

By Robert W. Barnier

1883 - 1935

The first logging railroad in the Chippewa Valley was the Crescent Springs Railroad at Shell Lake, Wisconsin in 1881. Frederick Weyerhaeuser with other lumbermen were part owners in this venture.

The Rusk County area had ten logging railroads which were built from the year 1883 with service ending in 1935. The Chippewa Lumber and Boom Co. had four million feet of pine logs in Potato Lake. After two failed drives, something had to be done. The Chippewa Lumber and Boom Co. built a railroad from Potato Lake to the Big Bend on the Chippewa River, which was completed March 1, 1883. The distance was about six and one half miles. A narrow gauge engine, fifty Russel Type cars, rail and other material was brought to Bloomer, Wisconsin on the Chippewa Falls and Northern railroad. The engine, Russel Type cars, rail and other material was hauled by sleigh, a distance of twenty eight miles, to Potato Lake. Loading the logs out of Potato Lake was done by a steam powered chain loader. The railroad was called the Chippewa Lumber and Boom Railway, (later to become the Chippewa River and Menomonie Railway).



Corduroy Roadbed in Swamp, 1909. (author)

As the distance increased to bring the logs to a drivable stream or river, it became necessary to find other ways to transport the logs. The logging railroads were built to transport the logs to a connection with a railroad in the area or to a drivable stream or river to be sent to the sawmills. Most of the logging railroads used small logs for ties and spiked the rail to these logs without the use of tie plates. The spur would be moved to other areas as the timber was cleared from a tract of land. When going through swampy areas, they used logs to corduroy under

the railroad track. After most of the pine had been cut, the lumbermen cut the hemlock and hardwood which couldn't be sent by drivable stream or river, as these logs would not float. It was necessary to transport these logs by rail.

Another way the logs were brought out of the woods was by the lombard steam log hauler, made by Phoenix Manufacturing Co. of Eau Claire, Wisconsin. This was a steam engine with tracks and could haul a number of log bunks with sleigh runners out of the woods to a river landing or railroad loading point.

Chippewa River and Menomonie Railway 1883 - 1902 (58 miles)

The Chippewa River and Menomonie Railway had its beginning by building a line between Potato Lake to the Big Bend on the Chippewa River. The distance being about six and one-half miles. Later the railway extended the line to Weyerhaeuser, Wisconsin. The Chippewa Logging Co., owner of this logging railway, bought 111,000 acres of pine land from Cornell University. All the pine lay west of the Chippewa River and would have to be driven on Potato and Soft Maple Creeks and on the Mad Brook. With the building of this railway, the logs could be loaded on Russel Type cars and taken to a river unloading point or by rail to a sawmill in the area. The rail used on this line was 35 lbs., which was 35 pounds to every three feet of rail. About 1887-88 a new line was built south of Bruce, Wisconsin to a place called Chippewa Landing. The C. R. & M. started northward from a place called Apollonia on the Soo Line. This line continued on to Red Mill and Stewards Landing, High Bridge and northward into Sawyer County. There were branches to Kagama, Horseman and Weirgor. In 1902 this line was sold to the Beldenville Lumber and Veneer Co.

Chippewa River and Northern Railway 1902 - 1910 (28 miles)

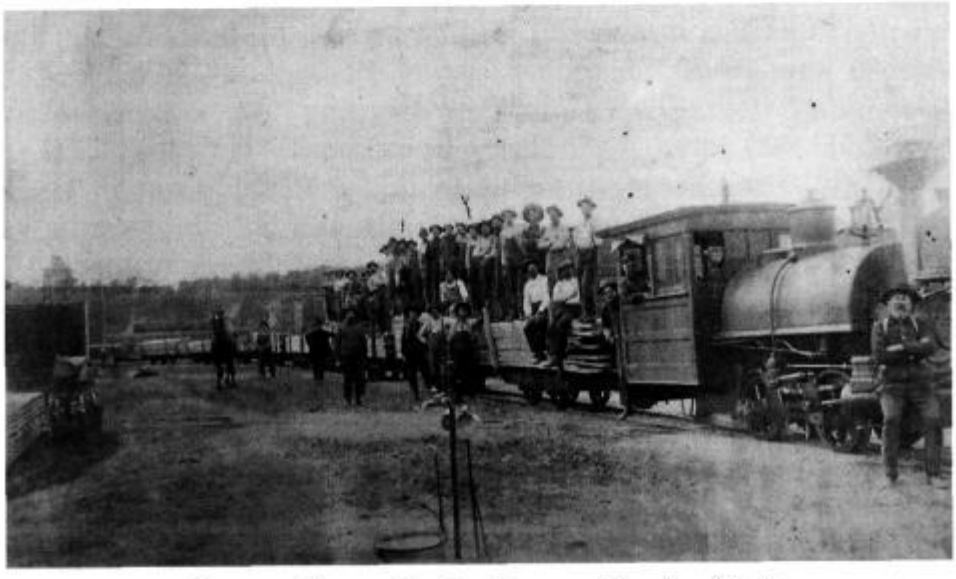
On October 1, 1902 the Beldenville Lumber and Veneer Co. took over the Chippewa River and Menomonie Railway and changed the name to the Chippewa River and Northern Railway. Most of the pine had been cut by this time but the Hemlock and Hardwood was still to be harvested. The hardwood logs couldn't be river driven as they didn't float like pine did. The logs were brought out to Apollonia, west of Bruce and taken by Soo Line to the Beldenville Lumber and Veneer mill east of Bruce. The logging railway was short lived as the logging industry was coming to an end.

Stanley, Merrill and Phillips Railway 1893 - 1933 (5 miles in Rusk County)

The Stanley, Merrill and Phillips Railway started out as a logging railway by the Northwestern Lumber Co. of Eau Claire and Stanley, Wisconsin. The S. M. & P. Railway did make it to Rusk, County. The end of the line was from Jump River to Walrath. The S. M. & P. Railway was a common carrier but didn't have regular passenger service to the station at Walrath. A major portion of the S. M. & P. was leased to the Soo Line in 1923. The end came in 1933.

Switzer's Railway
Glen Flora and Northern Railway
1898 - 1900 (6 miles)

The Glen Flora and Northern Railway was the second logging railroad in Rusk County. It didn't have equipment of its own and functioned as a spur off the Soo Line at Glen Flora, Wisconsin. The Switzer Railway built north from Glen Flora about six miles. It only took two years for Switzer to log off his timber. He sold out to H. W. True in 1900. The rails were taken up and the land abandoned.



Narrow Gauge Porter Locomotive. (author)

Owen And Northern
1899 - 1931 (22 miles in Rusk County)

Even though the Owen and Northern had a wide-spread operation starting in the 1890s, a spur was started northeast out of Jump River into Rusk County. Also one was started out of Sheldon. The Owen and Northern leased trackage rights on the Wisconsin Central Railroad at Gilman, Wisconsin and with Stanley, Merrill and Phillips Railway at Jump River. They used Russel Type cars and later conventional flat cars to haul the logs. The Owen and Northern was the last logging railroad in Rusk County except for Bissell which had taken over the Fountain and Campbell Operation.

Chippewa Valley and Northern Railway
1900 - 1918 (18 miles)

The Arpin family had extensive hardwood holdings on the east edge of the Blue Hills extending up to the Radisson area in Sawyer County. The railway was

built in 1900 and the first logs were hauled out to the mill at Atlanta, north of Bruce, on the Mad Brook. The Chippewa River and Menomonie was used to Apollonia and the Soo Line to Bruce and the C.V.&N. to Atlanta. The Chippewa Valley and Northern didn't build many spurs off their main line, but depended on their Phoenix Log Hauler to bring the logs to a port for loading on flat cars. The Chippewa Valley and Northern was a common carrier and their line extended from Bruce to beyond Exeland, Wisconsin in Sawyer County. The mill was lost to fire in 1918 and the operation and railway ceased to function.

Tony and Northeastern Railway
1901 - 1918 (11 miles)

The town of Tony was first called Deer Tail. About 1900 John Hein built the Tony and Northeastern Railway northward out of Tony to the timber land he owned. The first locomotive he owned was a 4-4-0 standard gauge. Standard gauge track is four feet eight and one-half inches. The Tony and Northeastern used regular flat cars to bring the logs out of the woods. The Soo Line probably serviced the locomotive for the John Hein Co. The John Hein operation was logged off by the end of World War One. A spur was built eastward of the T. & N. E. by the Beldenville Lumber and Veneer Co. in 1909 to the timber lands they owned. Their logs were hauled to Beldenville west of Ladysmith. Even though the logging operation was over on the Tony and Northeastern, about 1920 the line was used to bring in the material and machinery for the Big Falls Dam on the Flambeau River. The steel was taken up in the mid 1920s.

The Ingram Lumber Company Railway
1901 - 1909 (8 miles)

In 1901, H.A. Ostrander bought six thousand acres of timber land from the French Lumbering Co. that was on the Flambeau River north of Ingram. His operation was known as the Ingram Lumber Co. He built a spur north of Ingram off the Soo Line for a distance of eight miles. After eight or nine years of operation, the timber land was sold to the Flambeau River Lumber Co. and the railroad equipment sold to Puffer-Hubbard out of Crane, Wisconsin.

Puffer-Hubbard Railway
1912 - 1917 (7 miles)

After ending their logging operation at Holcombe, Wisconsin they moved the operation to a tract of hardwood land northeast of the village of Crane, Wisconsin, seven miles north of Ladysmith. A spur seven miles long was built to bring out the timber. In 1916 Puffer-Hubbard sold out to the Fountain and Campbell Lumber Co.

Fountain and Campbell Lumber Company Railway
1917 - 1935 (10 miles)

After buying the Puffer-Hubbard operation at Crane,Wisconsin, north of Ladysmith, a logging railroad went with it. They extended the spur which was east



Phoenix Steam Hauler. (author)

of the Soo Line and northwest of the Flambeau River. Fountain and Campbell had many camps and the railway was used to bring in supplies and lumberjacks to work the timber. The Fountain and Campbell also owned a Phoenix Steam Hauler which they also used. In 1928 they sold out to the Bissell Lumber Co. which ran the operation until 1935.

Menasha Paper Company Railway 1906 - 1923 (6 miles)

The Menasha Paper Co. built a railroad off the Soo Line west of Ladysmith to take pulp bolts to the grinding mill at Port Arthur that would be ground up into wood chips. The chips were then taken to the Ladysmith Paper Mill. The railway was not a log hauling railroad. In 1920 it was sold to the Great Western Paper Co. and the railway was discontinued.

As the logging era came to an end, so did some of the villages that were supported by these logging railroads. Many are now history and can be read about in books by many authors. In our libraries and museums we can find news paper articles of these times, pictures and artifacts that are being preserved for future generations.

In the depression era, 1929 to the late 1930s, the C.C.C. (Civilian Conservation Corp.) had a reforestation program, planting trees in some of the cut-over forest land. Much of the cut-over land was sold for farming, mostly to immigrants that came to the area.

Some of the railroad grades are still apparent in some areas. With maps and atlases that show where these logging railroads were, the grades can be seen by driving the back roads in these areas.

Logging and pulpwood cutting is being done in a different manner today. Trees are cut by machine and hauled out of the woods by truck to the sawmills and paper mills.

MILEAGE OF THE RUSK COUNTY LOGGING RAILROADS

Year	Railroad	Miles	Common Carrier	Locos
1883-1902	CR&M (Chippewa River and Menomonie R.R.)	58	+	4
1893-1933	SM&P (Stanley Merrill and Phillips R.R.)	5*	+	<> 11
1898-1900	Switzers (GF&N) (Glen Flora and Northern Railway)	6		0
1899-1931	O&N (Owen and Northern)	22*		4
1900-1918	CV&N (Chippewa Valley and Northern)	18	+	<> 2
1901-1918	T&NE (Tony and Northeastern Railway)	11		2
1901 -1911	Ingrams (Ingrams Lumber Co. and Railway)	8		1
1902-1910	CR&N (Chippewa River and Northern)	28	+	2
1906-1923	Menasha Paper Co. (Menasha Paper Co. Railway)	6		2
1911-1935	Puffer-Hubbard, (Puffer-Hubbard Railway)	10*		4?
1926	Fountain & Campbell, (Fountain & Campbell Lumber Co.)			
1928	Bissell (Sold out to Bissell Lumber Co.)			
	Total . .172			



* miles in Rusk County, exclusive of spurs.
<> had gasoline motor rail cars.
The CR&N rented extra locomotives and the Switzers must have also.

References:

1881 Chippewa Hearld
1882 Chippewa Hearld
1883 Chippewa Hearld
The Stanley, Merrill and Phillips Railway by Paul Nagel
Rails into the Pines by Doc. R.C. Brown
Logging Railroads of Rusk County by Doc. R.C. Brown
Papers from the Area Research Center at the University of Eau Claire

A History of the Flambeau River State Forest

By David Olson

It is difficult to appreciate the history of the Flambeau River State Forest without some knowledge of the type of forest it is today. The forest currently encompasses over 90,000 acres with approximately 75 lineal miles of both the north and south fork of the Flambeau river. Of the 90,000 acres approximately 19,000 acres are set aside as wilderness areas where no, or very limited management is permitted. An average yield of 20,000 cord equivalents in commercial timber products is removed from the forest each year along with hundreds of cords of firewood, balsam boughs and Christmas trees. The forest as a whole is still considered by many as one of the last true semi-wilderness properties owned by the state. This is by no coincidence as you will realize from my presentation.

Recreation has, is and always will be an important element of the forest. There are two family campgrounds and one large picnic area complete with a beach and public boat access to Connors Lake. A large trail system is made up of 55 miles of snowmobile trails, 38 miles of ATV trails, 14 miles of hiking and biking trails, and 21 miles of cross country ski trails. However, the real recreation attractant to the forest is the river and people realize this wild river by utilizing and enjoying the primitive campsites scattered along its banks. On the average 130,000 to 150,000 people visit the forest in one manner or another. To some this may seem like a lot of visitors but in reality only the months of July and August see any sort of "busyness" to the forest.

Because this property is not near a major town or city it tends to draw a different type of person than other state owned properties do. You do not often see ultra large camping trailers or bus-sized RV's at the campgrounds. The river by its own nature does not allow large motorized boats and the commercialization that is often found elsewhere is mostly absent. There are no Hardee's, grocery stores, Pizza Huts or video arcades nearby. This forest, especially the river, tends to attract the adventuresome.

Sometime before the first World War many conservationists were alarmed at the rate of destruction of large tracts of timber near the Flambeau River by both logging and by fire. By this time a large part of the river area was not considered virgin timber as on most areas most of the pine and some of the hemlock had been cut and sent down the river years earlier. However, not all these virgin areas had yet been cut.

The 1920s

The years 1917-1927 saw a group of citizens led by Judge A.K.Owens of Phillips who were determined to preserve a portion of this dwindling resource. They proposed that a large portion of the land along the Flambeau River between the city of Park Falls and the village of Tony be set aside and placed in public ownership. At this time most of the land in this area was owned by lumber and

paper companies. However there was 3600 acres of public land in this area of which 2600 acres was owned by the State Land Commission and 1000 acres owned by the Conservation Department.

On January 18, 1929 the Conservation Department reserved 3112.62 acres of virgin timber in an area known as the "Big Block." The State Land Commission owned the bulk of this area but it was eventually purchased by the Conservation Department.

The 1930s

'FLAMBEAU RIVER STATE FOREST'. That was the name that was approved by the Conservation Department on November 29, 1930 when the area was established as a state forest with definite boundaries.

At this time not much was happening within the forest. Timber sales were limited to small salvage operations from periodic wind blow downs or on pulpwood salvage sale on old cutover lands. River recreation however was becoming a drawing point to the area for those wishing to experience "true wilderness." It was during this period that the Conservation Department began producing maps of the river which identified the rapids, camping areas and other points of interest from Park Falls to Ladysmith. In addition several resorts along with the Park Falls Chamber of Commerce began advertising the area as an "Ideal Vacation Country." People would arrive in Park Falls by rail on a train named the "Challenger." Here they would begin their vacation journey into the past and into the wilderness of the Flambeau river. Women would tie up their hair, throw away their curlers and fancy clothes and don a well worn sweater. Men would stop shaving, grab a fishing pole and cook freshly caught fish over an open fire. To some this was an adventure that could not be experienced elsewhere. Little did they know that sixty years later people would be coming to the same area and experiencing the same feelings of adventure.

The 1940s

In June of 1940 the forest boundaries were enlarged by 102 sections. At this time the entire forest was in Sawyer County. In April of 1941 over 19,000 acres of land was purchased from the Tomahawk-Kraft Lumber Company. This was the largest single purchase of land in the history of the forest. The forest was now over 21,300 acres and on October 1, 1942 the Flambeau River State Forest became an active administrative unit. The headquarters was established at the old Connors Lake Civilian Conservation Camp. This site is actually on the west side of the north fork of the Flambeau river and is still being used as a storage area for the forest. The forest boundaries were again enlarged in 1943 to include land in Price and Rusk counties. Normal land acquisition and purchases from lumber companies such as the Edward Hines Co. along with tax delinquent lands in Price and Rusk counties brought the forest size to more than 65,000 acres in 1946.

Full management of the forest was hindered by the lack of access roads into the forest. In 1942 the only blacktop road on the forest was state highway "70." A gravel road in poor condition ran from Phillips to Winter and a gravel road ran

from Hawkins but stopped at the bank of the south fork of the Flambeau river. More roads were needed in order to allow people into the area and to assist in the management of the area.

On October 10, 1949 the wind came up at about noon and blew 30 - 50 m.p.h. until 7:00 p.m. Gusts of up to 100 m.p.h. created damage throughout the forest. The "Big Block", which was still mostly owned by the Land Commission, received the most damage. The wind came from the southwest and mostly affected conifer species as the hardwoods had already lost their leaves. The timber loss was over 3 million board feet.

The 1950s

On May 5, 1950 a wind out of the southwest blew down another 1.5 million board feet of timber. This new material was added to the previous blow down sales. In 1950-1951 the Land Commission intended to mark their part of the "Big Block" for selective cutting as soon as the blow down salvage sales had been completed. Pressure from various conservation groups such as the Izzak Walton League and the Citizens Natural Resources Association brought action from the state Legislature to purchase practically all of the Land Commission lands in the "Big Block" along with 216 acres of other land for $457,115.63. The transaction was completed in late June of 1951 with the intent being that the Conservation Department was to preserve the "Big Block" intact.

On July 7, 1951 the severest winds of all hit the forest. The winds were of tornadic force and gouged out one to sixty acre holes from within the "Big Block." The damage was severe and shattered the dreams of those who had hoped for the preservation of the "Big Block" as a wilderness area. An estimated 5 million board feet was destroyed in the storm. Two million of it was in the "Big Block."

In a four day period beginning on June 24, 1952 severe winds again damaged the area. Approximately 3 million board feet was destroyed with most of this damage again in the "Big Block" area.

Altogether the windstorms of 1949 - 1952 destroyed over 12 million board feet of timber. (But as we all know the future would bring a new understanding of the word "blow down.") In 1958 the Conservation Commission reviewed the no cutting policy on the "Big Block" based on the catastrophes from the windstorms. Conservation minded citizens who were instrumental in establishing the forest were concerned and visited the area in the late 1950s. They concurred with the Commission in recognizing the need for management and in the land management work being done on the forest.

In February of 1953 a new office was completed. It was begun in 1951 and was constructed of hemlock logs selected from the 1949 blow down. This building is still the headquarters for the forest and is currently being renovated . A new roof, furnace windows and interior walls are or will be replaced. The exterior has been sandblasted and treated with a preservative. The stone fireplace and chimney were also repaired and sealed.

In 1956 a project was completed to relocate and blacktop the Phillips to Winter

road. The road was then designated County Trunk W. Between 1946 and 1957 a new bridge was built across the south fork and a road was completed which connected the village of Hawkins to the new County Trunk W. It was during this project that concern was raised by conservation groups of the road bisecting the "Big Block" area. The group wanted the road to bypass the "Big Block" area by skirting it to the east, However in an effort to reduce the amount of land affected, the road was placed in a relatively straight line through the "Big Block."

At this time the Connors lake picnic and beach area was just a small wooded area along County Trunk W. In 1947 this area was enlarged to one acre and a set of "two holers" along with three stone fireplaces were built. By 1957 the area was considered too small. The completion of County Trunk W had increased the number of people visiting the area and work was begun to enlarge the area to the north and east. Work was carried on over many years Thousands of yards of fill were brought in to enlarge it to the basic dimensions you see there today. A parking lot, beach and boat landing were also developed. Two four-unit toilets with attached changing stall were also built.

The Little Falls-Slough Gundy scenic area was built in 1958 and included a parking lot and walking trails into the area. Also built in 1958 was "Fishermans Landing." It was built at the site of the old Tomahawk-Kraft Lumber Company camp on the south fork of the Flambeau River and County Trunk M. It is still used as a landing today.

In 1955 fifteen campsites were developed for river travelers. Development at these campsites was kept to a minimum and included hand dug springs and stone fire rings.

A prison camp was constructed from 1954-1956. It was built on the northwest corner of the junction of County Trunk M and the south fork of the Flambeau. Originally it was planned to be built in 1952 but opposition from local citizens and resort owners delayed its construction until 1954. At this time the only opposition was from the Citizens Natural Resources Association. Their concern was the building of the complex within the newly created river wilderness zone. After many discussions and tours with this group the prison was completed.

State land ownership was up to 75,000 acres by the end of the 1950s and during this period only a small extension to the forest boundaries was made.

The 1960s

With the construction of new roads into the area the 1960s brought a time of recreation development and more intensive management of the forest resources. The entire forest including the "Big Block" area were broken down into compartments and "reconned" into individual stands. Future timber sales and the forest's allowable timber harvest was calculated from data collected from these stands.

In 1962 the Kennedy road was constructed. Now called County Trunk EE it ran from Park Falls through the northern portion of the forest and ended at State Highway 70 just west of Oxbo.



The "Big Block" in 1972, five years prior to the devastating blow down storm of 1977. (author)



On July 4, 1977 winds reaching 155 m.p.h. completely destroyed a large portion of the Flambeau River State Forest. This shot shows the "Big Block" area just days after the storm. (author)

The demand for camping was on the increase. In 1960 Lake of the Pines campground was opened to the public. A small beach and boat landing was included in the project. In 1965 Connors Lake campground was opened an also contained a small beach for swimming. With the exception of a new toilet building at Lake of the Pines both campgrounds remain essentially the same now as they were when they opened.

By the end of 1960 the forest was approximately 80,000 acres in size.

The 1970s

The 1970s ushered in a new era for the management of the "Big Block" area. Foresters on the property were still setting up sales on an occasional basis. One particular sale caught the eye of a University of Wisconsin professor. A battle developed as to how the "Big Block" should be managed. Letters and editorials were written, tours were given and meetings were held. In the end the Department of Natural Resources designated the "Big Block" as a wilderness area were management was not allowed.

Recreation still played a large role on the forest. With the popularity of snowmobiling several loops were developed for their use. An eight mile cross country ski trail was opened up near Highway 70 and Oxbo.

On July 4, 1977 the earth seemed to open up and swallow the tops of the trees in the "Big Block" and surrounding area. Winds as high as 155 m.p.h. blew across northern Wisconsin from Grantsburg to Rhinelander. Some 850,000 acres of timber were destroyed. The "Big Block" of virgin timber was totally leveled and totally destroyed. What took nature hundreds of years to create was taken away in a mere twenty minutes. Thousands of acres of broken and splintered trees lay on the ground all pointing in the same direction. One small child was killed while camping at Connors Lake campground.

Salvage operations began immediately after approval from the Natural Resources Board. This included the "Big Block" area. Sale areas were randomly laid out and sold to the highest bidders. This was a massive cleanup and credit should be given to the loggers and mills that worked together with the staff in accomplishing what they did. By 1980 over 131 sales totaling over 10,000 acres were sold. A total of 109,000 cords and 18.5 million board feet were scaled and removed. The value exceeded 1.4 million dollars.

After the sales were completed each site was monitored for natural regeneration. Some sites were planted and others were direct seeded by air.

The 1980s

Clean up of the storm continued into the early 1980s. Evidence of the storm can still be seen from unsalvaged timber still tilting to the west. As time goes by some of this timber dies and eventually falls to the ground.

Two new additions to the forest were made in the mid 1980s. Bass Lake was acquired along with some surrounding property. It was immediately classified as a wilderness lake where motors and overnight camping were not allowed. The Upper North Fork of the Flambeau River Natural Area was also acquired.



Skiing on the Flambeau Hills cross country ski trail. This trail was built in the early 1980s in response to a demand for more winter recreation opportunities on the forest. (author)



The Flambeau River State Forest Headquarters. Built from hemlock logs salvaged from the 1949 blow down storm. (author)

This fifteen mile long section of river begins near the Turtle-Flambeau flowage dam and runs through the southern part of Iron and Ashland counties. It was purchased from Owens-Illinois but was limited to three hundred feet on each side of the river due to local citizens reluctance to have state ownership in the area.

An additional 14 miles of ski and hiking trails were developed along with changes and improvements to the snowmobile trail system. The rest of the recreational facilities continue to be maintained. In the late 1980s pressure was put on the DNR to build and provide ATV trails on the property. These trails were eventually built in the early 1990s.

Total property ownership at the end of 1989 was approximately 90,000 acres.

The Future

The Flambeau River State Forest has avoided major development since its inception. As new demands are placed on the forest we can only hope that everyone is willing to look back on the forest's history in an effort to guide them in their land management decisions. Hopefully this river and its surrounding property will continue to attract and please that special type of person that yearns for and has an adventuresome spirit. Women who would rather tie up their hair, throw away their curlers and fancy clothes and don a well worn sweater. Men who would rather stop shaving, grab a fishing pole and cook freshly caught fish over an open fire...

The Rusk County Forest

By Stanley Kromrey

History of the Program – Rusk County

At one time, Rusk County was covered with magnificent stands of pine, hemlock, and hardwoods on the highlands, and cedar, spruce, and balsam on its lowlands. From 1860 to about 1910 these forests provided raw material for a thriving lumber industry. As a result of the clamor to conquer the wilderness and supply lumber to house the masses, and without proper forest management, the forests were nearly completely destroyed. Immigrants rushed to these newly cleared lands hungry for a place to farm and build their lives. But in just a few years, the soils gave out and these people left to seek their fortunes elsewhere, leaving the land increasingly barren and tax delinquent. The Rusk County forest originated with the taking of those tax delinquent lands.

Although records do not show when the idea of a Rusk County Forest was first conceived, the 1926 Rusk County Board adopted the following resolution:

Resolution #10, Resolution Creating a Rusk County Forest

"Be it hereby resolved that if the county secure title to the two blocks of land consisting of 320 acres in Section 9, being NE 1/4 and N 1/2 of SE 1/4, and N 1/2 of SW 1/4, of Town 36N, R9W, (Town of Wilson) and 1,520 acres in Sections 2, 3, 4, 10 and 12, being W l/2 Section 2, all of Section 3, (excepting S l/2, NW l/4 and SW 1/4, NW 1/4) NE l/4 of NE 1/4, Section 4, N l/2 Section 10, (excepting SW 1/4), T36N, R8W, (Town of Murry) that these lands be declared to be Rusk County Forest Lands and that said lands be placed in charge of the Rusk County Forestry Committee, to be administered by them for the purpose of use as public parks and the growing of trees. This committee shall consist of three members who shall serve for a period of six years and shall be appointed by the Chairman of the County Board, except that in the appointments made in the fall of 1926, one member shall be appointed for six years, one member for four years, and one member for two years. The county agricultural agent of Rusk County shall be ex officio member of this committee.

The sum of two hundred fifty dollars($ 250.00) to be appropriated to carry out the provisions of this resolution for one year.

S/John Erickson, Adam Kabut, W. N. Gillies.

Resolution adopted on motion of Supervisor Bugher."

For reasons not explained in county board proceedings, title to the first of this land was not taken until 1929, and acquisition of these descriptions was not completed until 1948.

The passage of the law in 1927 permitting the establishment of county forests, paved the way for the Rusk County Forest to become a reality. The county began taking tax deeds and in November, 1929, the first application, for entry of 8,013.72 acres, was made to the Conservation Commission. This was followed by the entry

of 49,332.06 acres in 1932. By 1936, the county forest consisted of 76,335.15 acres.

In 1933, the county authorized the Wisconsin Conservation Dept. to use county land for CCC camps, build fire lanes, and do timber stand improvement and other projects on county lands. Three camps were built: Camp Rusk in the town of Cedar Rapids, Camp Murry in the town of Murry and Camp Wilkinson in the town of Wilkinson. Records show that a total of 1,319 acres were planted and 2,987 acres of timber stand improvement were done on county forest land by CCC and WPA crews. Beginning with the Blue Hills in 1934, game refuges were established in all units of the county forest. These refuges were maintained until 1943.

In 1937, the first county forestry ordinance was passed by the county board. In the same year a resolution was adopted to hire a county forester, at a salary of $150.00 per month. E.W. Kallstrom was hired to fill the position.

At the November, 1938, meeting of the county board, a resolution was adopted establishing a county recreation area at Josie Creek. Despite failure of attempts to enter the land under the Forest Crop Law, Rusk County retained title to the land. From 1954 to 1963, the Rusk County Sportsman's Club held a lease on the property. The lease was revised in 1963 to permit entry of the lands under the new County Forest Law as special use lands and development of a camping area under the Outdoor Recreation Act Program (O.R.A.P). The withdrawal of 5,496.95 acres in 1944, made way for the expansion of the Flambeau River State Forest into Rusk County.

Until 1950, only state aid funds were available for administration and development of county forest lands. In 1950, 15% of net timber sale revenues was set aside for conservation projects. One of the first projects under this program was restoration of a dam on the Little Thornapple River, creating Lea Lake. The transfer was increased to 15% of gross timber sale revenue and made an annual transfer in 1953. Following the revision of the County Forest Law, the County Forest Ordinance was updated to provide that 70% of gross timber sale revenue and all other income be deposited in the Rusk County General Fund.

The county actively entered the outdoor recreation field with construction of campgrounds and improvement of picnic areas at Murphy Flowage in 1963, Josie Creek in 1964 and Audie Flowage in 1965. All of these developments were done with cost-sharing provided by O.R.A.P. In 1963, several major revisions were made to the County Forest Law. The most notable change to the law was to create a permanent program of forests that would be managed in accordance with a 10 Year Comprehensive Land Use Plan developed by the County, with the assistance of the Department of Natural Resources.

Statutory Authority Citation

Wisconsin Statutes S.28.10 and S.28.11 set up three levels of government as being administratively and financially involved with this program; state, county and towns. The state participates with assistance in financing and technical help. Counties provide the land, determine local policy, provide additional financing and

management, and govern all fiscal affairs through the Land and Forestry Committee of the County Board of Supervisors & the County Forest Administrator. Towns having county forest lands receive an annual payment from the county totaling 10% of gross county timber sales revenue based on the acreage in each town. At present, the same towns now receive an annual 30¢ per acre payment from the state in lieu of taxes.

County Ordinance Citation

The current Parks and Forestry Ordinance adopted by the Rusk County Board on the 27th day of June, 1989 gives authorization to the Land and Forestry Committee and other proper authorities of the Rusk County Board to enforce the regulations governing the use of the Rusk County Forest.

Overall Goal

To administer the County Forest Program in a manner consistent with the Mission Statement, with consideration to recommendations from interested citizens groups and consistent with the purpose of the County Forest Law stated in S. 28.11 Wisconsin Statutes as follows:

> *"—To provide the basis for a permanent program of county forests and to enable and encourage the planned development and management of the county forests for optimum production of forest products, together with recreational opportunities, wildlife, watershed protection and stabilization of stream flow, giving full recognition to the concept of multiple use to assure maximum public benefits; to protect the public rights, interests and investments in such lands; and to compensate the counties for the public uses, benefits and privileges these lands provide all in a manner which will provide a reasonable revenue to the towns in which such lands lie."*

Values and Trends

The values and uses of the Rusk County Forest, contribute significantly to fulfilling many of society's ecological and socioeconomic needs now and in the future. Changing trends will impact the values and uses of the forest in coming years.

1. Greater demands are being placed on the forest by people using it to fulfill their recreational pursuits.
2. Demands for timber products are predicted to increase. At the same time, more timberland is being lost to residential development and forest landowners are decreasingly interested in managing land only for timber values.
3. Conflict over timber management practices will likely increase as more individuals and groups demand greater involvement in forestry decisions.

4. Rusk County may experience funding problems due to resistance to tax increases and the potential loss of revenues caused by restricted harvesting.
5. Wildlife management practices have either improved or maintained habitat on the forest, enhancing wildlife populations resulting in increased opportunities for the public.
6. The forest is considered to be an outdoor classroom serving all age groups. It consists of diverse area with a large variety of plant and animal life giving ample opportunity for observation.
7. The forest plays a major role in the economy of Rusk County by providing employment in the production and manufacture of forest products. In fact, the forest industry is the #1 employer in Rusk County based on a 1987 DNR study.

Research conducted by the U.S. Forest Service (Phelps 1980) indicates that each 28.5 cord equivalents harvested ultimately generates one job within the state.

Rusk County Forest Tour

By Paul Teska

September 29, 1996

Tour Guide: Paul Teska, County Forest Administrator for the past 9 years in Rusk County. Paul's background includes 13 years in forest management and a B.S. degree in Forest Administration / Business Administration from U.W. Stevens Point. Paul resides near Glen Flora with his wife and three children.

The tour left Ladysmith and headed west for the Blue Hills section of the Rusk County Forest. The bus stopped on the Flat Rock of the Meadow Dam area. This stop gave the people a view of the Weirgor River bottom in its full fall colors.

The next stop gave tour participants a look at some of the timber that is being harvested on the County Forest. Harvested veneer and sawlog timber, along with pulpwood was viewed from the bus.

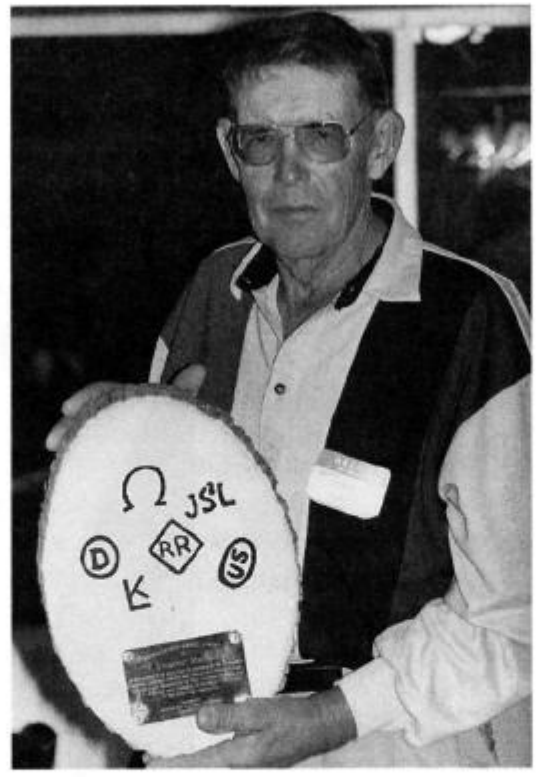
The tour then took the bus down the "Old Blue Hills Trail" or firelane. This trail, now a town road, was once the original railroad grade that provided transportation for the pine, hemlock and hardwood logs that were harvested. The tour viewed the valley that the "High Bridge" once crossed. This once wood trestle bridge was said to be 80 feet tall. The tour also looked at the old railroad ties still embedded in the existing town road which the road grader still scrapes when maintaining the existing gravel road.

The next stop on the tour featured a managed northern hardwood stand of timber that has been selectively harvested three times in the past. Paul Teska explained Rusk County's goal of managing the County Forest for timber production. This particular stand showed the potential of Rusk County's almost 50,000 acres of hardwood timber type. Proper forest management of this hardwood resource requires selective harvesting and leaving high quality trees for future growth and eventual harvests. This type of management will maximize future revenues for Rusk County.

The tour then stopped at Audie Lake picnic area for lunch. The people looked over the improvements to the recreation facilities at both Audie and Perch Lake, which include: shelter areas, campground improvements, playground equipment and boat landings. Paul Teska also explained the importance of multiple use management of the Rusk County Forest. These multiple uses include: recreation, soil and water conservation, hunting and fishing, sightseeing and many other forest related uses. The tour then left the Blue Hills area and made a brief stop in the Village of Weyerhaeuser for a look at the train depot before returning to Ladysmith.

Citation for Distinguished Service – 1996
Gene Harm

Gene Harm has contributed to the preservation of forest history in many ways. He was a charter member of both the Chippewa County and Cadott Area Historical Societies. He served as a board member many years and one term as president of the former, and has an impressive display of logging artifacts and photographs on display at the Chippewa County Museum. Gene has given presentations about logging history to school children and the Kiwanis Club. He has been a member of F.H.A.W. since 1979 and a board member for over ten years. Between 1993 and 1995 he served as president and with his wife, Dolores, helped plan our 1995 and 1996 annual meetings. For his continued efforts at the preservation of forest history, we are pleased to present Gene Harm the FHAW Distinguished Service Award to an Individual for 1996.



Citation for Distinguished Service – 1996
Consolidated Papers, Inc.

Consolidated Papers became a charter corporate member of FHAW in April, 1976 and has continued its support to this day.

Consolidated owns and manages more than 673,000 acres of timberlands of which nearly half are located in Wisconsin. The company's entry into the field of industrial forestry began in 1930, when its first professionally-trained forester was hired and established a forest tree nursery in 1931. Although its reforestation program was temporarily halted during the Great Depression years, the nursery operation continued and supplied several million spruce seedlings to the CCC camps on the two national forests of Wisconsin.

Those early efforts at restoring cutover and burned over lands to productivity were gradually expanded: the nursery at Biron was moved in 1951 to Monico and seedlings were grown in greenhouses on a year-round basis; a program was begun which provided forest management services to private forest landowners. Consolidated's forestry staff also began to spend considerably more time increasing the public's awareness of the benefits of multiple use forest management.

Toward that end, Consolidated has established a number of self-guided auto tours on various units of its timberlands which serve as demonstrations of how modern forest management techniques utilize, as well as renew, natural resources. Some years ago, Consolidated donated about 20,000 acres of land for wildlife conservation and smaller acreages for wetland mitigation. As a consequence, the Wisconsin Wildlife Federation honored the company for its accomplishments in protecting the state's environment and natural resources.

In view of the foregoing, it can truly be said that Consolidated Papers, Inc. has made major and significant contributions to Wisconsin's forest history.

It is our pleasure, therefore, to present to our colleague in forestry, John Walters, of Consolidated Papers, this plaque in recognition of the achievements cited.



Minutes of
Annual Business Meeting of Members
September 28, 1996

The meeting was called to order by President Lambrecht at 3:00 p.m. with approximately 25 members present.

Following his opening remarks, he asked for any additions or corrections to the minutes of the 1995 meeting, which had appeared in the "Proceedings" of that meeting. None were offered and a motion to accept them as published was duly seconded and approved.

President Lambrecht then delivered his report for the fiscal year ending June 30, 1996, detailing the activities and accomplishments of the Association. This was followed by the report of Secretary-Treasurer Fixmer on the status of the Association's financial condition and membership. Upon proper motion, second and voice vote, the report was duly approved. As usual, copies of the detailed report are available upon request and will be published in the "Proceedings" of this meeting.

A motion was then made to approve the actions of the Board of Directors and the officers during the past fiscal year; this was duly passed by voice acclamation.

Secretary Fixmer proceeded with a reading of a resolution eulogizing Life Member Jacque D. Vallier, who passed away September 11, 1996. The resolution was unanimously adopted and made a part of the official records of the Association.

The nominating committee chairman, Randall Rohe, presented its slate of nominees for those directorships whose terms of office expire with this meeting. By unanimous voice vote, directors Albrecht, Baumann, Harm and Sohasky were elected to succeed themselves for two-year terms and Robert Brisson was elected to succeed LaMont Engle, who had resigned earlier this summer.

On proper motion and second, appreciation of the entire membership was expressed for the services rendered by retiring director LaMont Engle during the past two years.

There being no additional business brought up from the floor, the meeting was adjourned at 3:54 P.M.

The Board of Directors will reconvene on October 15, 1996 to elect a vice-president and confirm the earlier appointment of Robert Brisson as treasurer.

Frank N. Fixmer
Executive Secretary

Resolution in Memory of Jacque D. Vallier

WHEREAS, our esteemed Director-emeritus and Life Member, Jacque D. Vallier, passed away on Sept. 11, 1996 at age 84, and

WHEREAS, Jacque D. Vallier was widely known for his intense interest in, and dedication to, the collection and preservation of early-day logging and lumbering memorabilia, and

WHEREAS, his interest in that aspect of forest history motivated him to assemble and construct a nationally famous logging camp museum which he then donated to the Menominee Indian Tribe at Keshena, WI for the education of the public, and

WHEREAS, his many other philanthropic actions included the donation of 960 acres of forest land to the College of Natural Resources of the University of Wisconsin Stevens Point which subsequently became a world-class natural resource laboratory known as "Treehaven", and

WHEREAS, his concern for the education of potential natural resource managers led him to contribute funds for the construction of adequate facilities at "Treehaven", and

WHEREAS, he had collected several thousands of photographs representing, a pictorial history of logging and lumbering activities throughout the Lake States prior to 1910, and had made a gift of that collection to the University of Wisconsin-Stevens Point, and

WHEREAS, Jacque D. Vallier's other contributions to the preservation of forest history included the donation of logging artifacts to the fund-raising auctions of the Forest History Association of Wisconsin, now be it

RESOLVED, that the Forest History Association of Wisconsin hereby formally expresses its appreciation and utmost thanks for the many additions Jacque D. Vallier made to the enhancement of Wisconsin's forest heritage, and in testimony of that recognition, this resolution is made a part of the official records of FHAW.

Donald Lambrecht, President

Frank N. Fixmer, Executive Secretary

Adopted this 28th day of September, 1996, by the unanimous vote of the Board of Directors and the general membership on the occasion of the 21st annual member meeting in Ladysmith, Wisconsin.

Annual Report of Secretary-Treasurer

Our fiscal year of 1995-96, ending last June 30th finished on a quite pleasant note, with a net increase of $2,343 in our total cash assets. This was the result of an operating profit of $564, capital fund donations of $1,130 and a capital gain of $1,173 from the liquidation of a portion of a mutual fund investment. These were offset by a reduction of $524 in the general capital account, as authorized by the Board of Directors, to pay for the cataloging of our reference library collection at the UW-Stevens Point. The audited report indicates that as of last June 30th, our cash assets were $2,015 in a checking account and $38,445 in several investment accounts for total cash assets of $40,460. In keeping with past policy, copies of the detailed operating statement and the report on cash assets can be had on request.

My report on the status of our membership is considerably less cheerful. In contrast to fiscal 1994-95, when we had a net gain of 12 members, this past year ended with a net loss of 11 members, with only 8 new members offsetting the 19 who failed to renew their memberships. Once again, I need to appeal to the general membership to renew its efforts to enroll new members. A fair beginning has been made to date in the current fiscal year with 9 new members having been added to the roster. Nevertheless, I remind you that membership retention is just as important as membership promotion, so don't overlook any opportunities to bring some of those "drop-outs" back into the fold.

As many of you already know, this is my last annual financial report. Effective as of last July 1st, my successor, Bob Brisson, was appointed by President Lambrecht and the Board of Directors, to assume the duties of treasurer, pending his election to the Board and confirmation to the office later in this meeting today. I assure you that Bob's training and background of having served as treasurer for three nonprofit organizations during his 31 years of tenure as a UW-Extension forester for Marinette County makes him more qualified to be our treasurer than I ever was even after my 21 years of experience in that position.

I've enjoyed my years as treasurer despite many occasions of frustration in "balancing the books" or ending the year "in the black." That bottom line was always a challenge, but it was met with the conservative budgeting and overseeing of the Board of Directors and its fiscal policies.

Thank you all.

Frank N. Fixmer
Secretary
September 28, 1996

Forest History Association of Wisconsin
Operating Statement 7-1-95 thru 6-30-96

RECEIPTS			
Membership Dues			$3,120.00
Sales -	Publications	520.00	
	Auction	519.00	
	Other	10.00	
			1,049.00
Annual Meeting			1,521.00
Donations -	Unrestricted		380.00
Investment Income			1,395.00
Reinvested Interest Income			424.00
	TOTAL OPERATING RECEIPTS		$7,889.00
DISBURSEMENTS			
Postage, permits, labels			$943.00
Stationery and office supplies			485.00
Publishing -	"C & S"	510.00	
	"Proceedings"	2,480.00	
			2,990.00
Membership Promotion			52.00
Annual Members Meeting			1,381.00
Distinguished Service Awards			136.00
Student Scholarship Award			00.00
Exhibit Materials			86.00
Administration			1,124.00
Miscellaneous			128.00
	TOTAL OPERATING COSTS		$7,325.00
NET OPERATING GAIN or (LOSS)			$564.00


THE STATE HISTORICAL SOCIETY OF WISCONSIN
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- **20th Annual Proceedings** - 1995 - $8.00
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NOTE: The foregoing titles are only a partial listing of the papers in each "Proceedings." Make checks payable to the Forest History Association of Wisconsin and send to Secretary, FHAW, 403 McIndoe Street, Wausau, WI 54403-4746.

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"FOREST HISTORY'S IMPACT ON THE GROWTH OF TOURISM IN NORTH CENTRAL WISCONSIN"

22

Proceedings

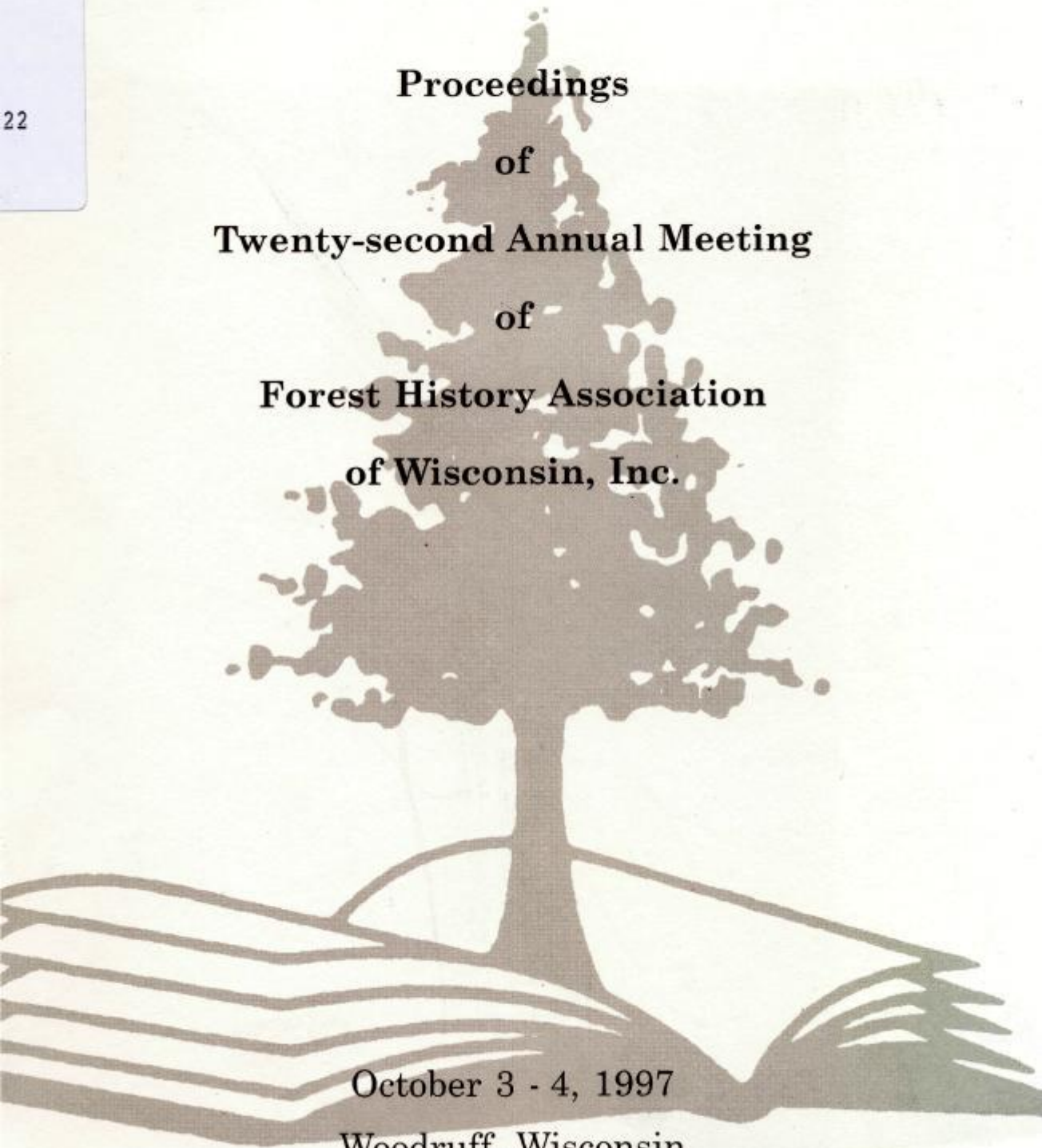
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Twenty-second Annual Meeting

of

Forest History Association

of Wisconsin, Inc.



October 3 - 4, 1997

Woodruff, Wisconsin

The Forest History Association of Wisconsin

The Forest History Association of Wisconsin had its beginnings early in 1957 when a group of representatives from the wood products industries, conservation agencies and the University of Wisconsin met to discuss a potential bicentennial project which would remind our citizens of the importance of forests in Wisconsin's past, present and future.

Their discussions led to the founding of the Association as a non-profit, tax-exempt endeavor whose principal objective would be to preserve Wisconsin's forest heritage. Membership currently numbers about 240 individuals, corporations and institutions.

A nine-member Board of Directors serves as the Association's governing body. Officers and directors for 1997-98 are:

Karl Baumann – President . . . . . Marinette
Thomas Albrecht – Vice-President . . . . . Shawano
Robert Brisson – Treasurer . . . . . Menominee, MI
Frank Fixmer – Executive-Secretary . . . . . Mosinee
Donald Lambrecht . . . . . Green Bay
Eugene Harm . . . . . Cadott
Randall Rohe . . . . . Waukesha
Michael Sohasky . . . . . Antigo
Carl F. Theiler . . . . . Tomahawk

The Association has published a number of booklets which will have some appeal to most forest history enthusiast:

Proceedings of Annual Meetings -1978 thru 1996
Bibliography of Wisconsin Forest History Literature
"Chips and Sawdust" (Quarterly newsletter)
A Chronology of "Firsts" in Wisconsin Forest History

Further information on any aspect of the Association's program and policies may be obtained by writing to:

Secretary
Forest History Association of Wisconsin
410 McIndoe Street
Wausau, Wisconsin 54403-4746

The Print Shop, Wisconsin Rapids, WI 1998

Proceedings

of

Twenty-second Annual Meeting

of

Forest History Association

of Wisconsin, Inc.

October 3 - 4, 1997

Woodruff, Wisconsin



Founded 1975

"The past is but prologue to the future"

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Foreword

The following text comprises the official transactions conducted and the papers presented at the twenty-second annual meeting of the Forest History Association of Wisconsin on October 3-4, 1997 at the Lakeland Community Senior Center, Woodruff, Wisconsin.

Preparing for a meeting such this is a long and tedious undertaking. John and Dorothy Baer were the major instruments in this task. They, with the assistance of Ralph Swanson and Joyce Bant, made the arrangements for the meeting, including the meeting site, the field trip and the speakers. The committee deserves special thanks for their work in setting up this very successful annual meeting.

Thanks also to Mary Orcutt and her assistant Evelyn Hartlep for their cooperation in providing the facilities and meals at the center and the box lunches for the field trip.

Special thanks go to Dale Heikkinen, our banquet speaker, who gave a thorough review of the development of log handling from hand labor through modern hydraulic equipment, using a set of slides with explanations and anecdotes.

The auction went off in great fashion under the expert auctioneer Mike Sohasky. The donated items cleared almost one thousand dollars.

For any reader who is not a member of our organization, we invite you to join us in preserving a record of Wisconsin's forest history. Write to Secretary, Forest History Association of Wisconsin, Inc. 410 McIndoe St. Wausau, WI 54403-4746.

LaMont Engle
Editor

President's Report

Another successful Annual Meeting was held in Ladysmith, September 28th and 29th of last year. The program on the Flambeau River Area's Forest Heritage was especially interesting and the auction very productive, generating $976.00. Our thanks to Mike Sohasky for his success as an auctioneer and to the donors, especially Ralph Swanson, for the items contributed. LaMont Engle again took on the considerable responsibility for the publication of the proceedings for that Annual Meeting.

The Student Scholarship Award generated considerable interest with 17 entries received. This year Jane Severt of Irma, WI, won the $600 award with her paper, "The History of a County Forester." At the spring Directors' meeting it was decided to offer a $500 scholarship every year rather then the previous $600 every two years. Co-Chairmen Mike Sohasky and John Saemann devoted considerable time and effort to this program.

Four interesting issues of Chips and Sawdust were again distributed to the membership through the efforts of editor Ray Clark.

The Distinguished Service Awards program was again chaired by Dr. Randall Rohe of the U.W. Waukesha Co. Center, and Dr. Carl Krog of Marinette continued as Publicity Chairman and we thank them both for their efforts.

The development of two new projects was initiated – a display for our traveling exhibit on the history of the school forests and a directory of items and materials in the Logging Museums throughout the state. Contributions to these projects have been slow in coming in. Anyone having pertinent material please forward them to our Secretary at the Wausau office.

The Association sponsored Frank Fixmer for induction into the Wisconsin Forestry Hall of Fame. At the 1997 May meeting of the Hall of Fame committee, Frank was the unanimous selection of the eight organizations represented. This was true testimony of the high regard held for Frank by his peers in Forestry.

The Wausau area has been selected for our 1998 Annual Meeting site. The planning committee with Frank Fixmer as chairman will schedule the event for either late September or early October depending on the availability of suitable facilities.

During the past year we had a gain of eight new members. Soliciting new members remains a very critical goal and everyone is urged to do so.

The success of our Association's many programs depends on the numerous committees and their chairpersons that I have just cited. The Board of Directors and Officers can plan those activities but it takes the dedicated time and effort of many of you members to implement them. Our collective gratitude goes to each and every one of you.

Don Lambrecht
President

Forest History Association of Wisconsin
22nd Annual Meeting of Members
October 3 - 4, 1997
Lakeland Community Senior Center, Woodruff, Wisconsin

THEME: *Forest History's Impact on the Growth of Tourism in North Central Wisconsin*

Friday, October 3rd, Field Trip

Lac du Flambeau Objibwe Museum

Round Lake Logging Dam

Smith Rapids Covered Bridge

Saturday, October 4th, Lakeland Community Senior Center

8:00 a.m. – Registration/Coffee and Pastries

9:00 a.m. – Welcoming Remarks - Don Lambrecht, President FHAW
Mary Orcutt - Executive Director of Lakeland Retirement Center

9:15 a.m. – "Early Days of the Minocqua-Woodruff Area" – Daniel D. Scrobell, Attorney and Local Historian

9:55 a.m. – "Tourism History Rooted in Forest Resources" – Connie Loden, Iron County Development Zone Council

10:35 a.m. – Coffee Break

10:50 a.m. – "The Transition from Logging Camp to Resort" – Paul Brenner, Area Historian

11:30 a.m. – Distinguished Service Awards – Randall Rohe, Director, FHAW

11:45 a.m. – Lunch

1:00 p.m. – "The Human Side" – Joyce Laabs, *Lakeland Times* Feature Writer

1:40 p.m. – "IXL - A Case History of Forest Industry and Tourism" – Mary M. Earle, Public Relations Consultant

2:20 p.m. – Refreshment Break

2:45 p.m. – Auction – Mike Sohasky, Past President, FHAW

4:00 p.m. – Business Meeting – Don Lambrecht, President FHAW

5:00 p.m. – Social Hour

6:00 p.m. – Dinner

7:00 p.m. – Wisconsin Forestry Hall of Fame Induction Ceremony – Tom Rausch, Chairman, Forestry Hall of Fame Selection Committee

7:20 p.m. – "The Development of Forest Products Handling Technology" – Dale Heikkinen, Prentice Hydraulics Company

8:00 p.m. – Adjournment

Forest Tour, Friday, October 3, 1997

October 3, 1997 was a glorious day in northern Wisconsin. The sun was shining, the sky was blue, the colors were at their peak, the fallen leaves crunched under foot, the air was warm and smelled of the woods.

The tour participants met in Minocqua and proceeded to the Lac du Flambeau Objibwe Museum and Cultural Center. First, there was an informative video on the origin and main cultural groups of Native Americans and examples of daily life. Then Ms. Deanna Carufel and Mr. Mark Guthrie explained the exhibits in the museum. The many questions and favorable comments verified the quality of the exhibits and presentations.

The next stop was at the reconstructed Round Lake Dam on the Chequamagon National Forest. Pat Schroeder, president of the Price County Historical Society, gave us the history of logging on the Flambeau including the use of dams to expedite log transport. The Round Lake Dam was built in 1876. It deteriorated through the years and only remnants were left when a movement grew to preserve and reconstruct the dam. Individual volunteers and group cooperation with the Forest Service resulted in completing the reconstruction in 1991. A complete account of the dam is found in an article in "The Wisconsin Magazine of History", Volume 66, No. 3, 1983, The Wisconsin Historical Society.

After a delicious al fresco lunch at the Pike Lake Fire Hall we went to the Smith Rapids covered bridge. The bridge was built by the Forest Service and finished in 1991. Art Johnson, Chequamagon design engineer, described the construction and how and why it was built. A long string of questions demonstrated the interest in the bridge. The group then dispersed, with some going to the "Dr Kate Museum" at Woodruff while others toured the forest on their own to view the fall colors.

Our Speakers



Daniel D. Scrobell

Daniel D. Scrobell is a native of Milwaukee, graduating from Milwaukee Hamilton High School in 1969. After earning a BA degree at University of Wisconsin Milwaukee, he continued on at Madison where he received his Doctor of Law Degree in 1976. That same year Dan opened a Law office here in Woodruff, relocating to Minocqua in 1983. Dan has always had an interest in the local history of the places his family has lived. In 1983, after learning that his office building was once a loggers' hospital he plunged into a five year book project based on articles from the 107 year old Minocqua based *Lakeland Times* newspaper. That research project culminated in the publication of a book about Minocqua's early history called "Early Times." Dan is currently president of the Minocqua Museum, an office he has held since 1988.



Connie Loden

Connie Loden was born in Waukesha and spent her early years in that area. She is married and has two children.

Connie Loden has had twenty years of experience in marketing and tourism in a variety of positions. She has served on the Michigan Travel Commission and Midwest Ski Areas Association Board of Directors. Connie currently operates a marketing consulting business. She is also the marketing coordinator for the Iron County Development Zone Council, which coordinates economic development issues and projects for Iron County, Wisconsin. She also sits on the Wisconsin State Trails Council appointed by the governor to advise the Department of Natural Resources on trail issues in the state.



Paul Brenner

Paul Brenner is a native of Milwaukee where he attended grammar school and West Milwaukee High School. After graduation he enlisted in the Navy and almost immediately found himself in World War II. After his discharge in 1947 Paul took the advice of a friend and traveled north to a job with the old Wisconsin Conservation Department at Trout Lake. During the late 50's, he became involved with boundary line surveying on the State Forest. While surveying near Towanda Lake, just 3-4 miles north of here, Paul found his first stamp hammer, an event which triggered his ongoing interest in early logging history. Paul is unofficial historian for the Town of Boulder Junction and a member of our Association.



Joyce Laabs

Joyce Laabs is a native of Milwaukee, attending the old Milwaukee Downer College. She finished her education at Arizona State University and remained in Arizona to open a public relations firm. She returned to northern Wisconsin in 1976 and worked here as a reporter and Society Editor of the *Lakeland Times* and then as Director of Public Relations at the Howard Young Medical Center. In 1984 she returned to Arizona where she served as Director of External Affairs for Embry-Riddle University in Prescott. Joyce returned to Minocqua in 1995. She has received several honors and

awards here in Wisconsin including the Journalism award from the Wisconsin Newspaper Association. Joyce is married to Stanley Laabs and is the mother of four children.



Mary M. Earle

Mary Margaret Earle is the great-great-granddaughter of the founder of the Wisconsin Land & Lumber Co. IXL Logging operation which originated in Fond du Lac and moved to Michigan's U.P. Her grandfather and great uncle developed the IXL tract of land into the once fabulous Blaney Park Resort, where she was born.

After attending St. Mary's College, Notre Dame, IN, Mary lived in Madison, WI, where she received the SME's Distinguished Sales Award in 1973 and '74. In 1975, she moved to Houston, Texas, spending 15 years in retail advertising as Broadcast Business Affairs Director and Talent Coordinator. Recently, Mary returned to her native U.P. settling in Marquette where she, as IXL Creative, published a compilation of the 1930s Lure books, the once famous U.P. tourist guides. Mary does free lance marketing and is active in the Lake Superior Art Association.



Dale Heikkinen

Dale Heikkinen, our banquet speaker, was born in Milwaukee but grew up in Prentice, Wisconsin where he graduated from high school. His early life was spent hanging around his father's welding/machine shop where he was exposed to a lot of hydraulic forestry machinery. His father's small shop grew to one with 400 employees and was later sold to Omark Industries. Because of this sale a new research facility was built in Prentice. With his father as president, our speaker worked for five years researching and developing new equipment for the forest industry. Later, his father and brothers started another world-wide manufacturing company in Prentice. The company's name, Multitek, is appropriate for the multi-technological equipment it manufactures. Multitek holds several patents for forestry and recycling machinery.

Just this year Dale's father received the "Outstanding Service to the Forest Industries Award" given by the Northeastern Loggers Association. This was primarily for the invention and development of the hydraulic knuckleboom loader that changed the way the industry handled logs.

Like his father our speaker contributes much to the community. He is president of the Prentice Industrial Development Corporation and worked to develop the Prentice Industrial Park and Subdivision. He was an Emergency Medical Technician and as a 33 year member, was Chief of the Prentice Fire Department. He helped develop the new airport where he made his first solo flight. He has become very involved in local history and also in preserving the Prentice-Brantwood area logging and forest history of which his family for three generations has been such a part.

Minocqua
A Confluence of Water, Timber and Rails

By Daniel D. Scrobell

Water, timber, and rails have been the key catalysts leading to the settlement of Minocqua and influencing its economic and social development, especially during the early years of its existence. Although these same factors have determined the history of many other northern Wisconsin towns, their effects upon each town vary because of differences in geographic location, historical timing, and the relative strength of each of the factors.

Often called the "Island City," the present village of Minocqua actually is situated on a long peninsula in Lake Minocqua. Water surrounds the village to the east, south, west and northwest, with a narrow land connection to the northeast. Lake Minocqua is part of a 6000-acre chain of lakes at the headwaters of the Tomahawk River. The chain begins with Tomahawk Lake, which flows into Mid Lake and then Lake Minocqua, which in turn flows into Kawaguesaga Lake, out of which flows the Tomahawk River. During the late 1800s and until sometime after the settlement of the platted Village of Minocqua, the entire chain was called simply the "Tomahawk lakes."[1]

Chippewa Indians

The first recorded inhabitants of the present site of Minocqua were the Chippewa Indians. They settled here because the site was located on an important water transportation route used by Indians and fur traders. The Chippewa migrated from the east into this area in the mid-1700s, displacing the Sioux Indians and beginning a century-long conflict between the two tribes for control of this region. In about 1745, the Chippewa established a major settlement or village on the Bear River at Lac du Flambeau, which previously had been a Fox settlement. It was typical, though, for these Indians to inhabit other small settlements, often migrating from place to place seasonally for purposes of fishing, hunting, production of maple syrup, and collection of wild rice.[2]

Indian Village at Minocqua

One of the outlying settlements used by the Lac du Flambeau Chippewa was

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1. An 1850 map of Wisconsin published by Thomas Cowperthwait & Co. identifies the Tomahawk River as the "Little Wisconsin River," and identifies the Tomahawk chain of lakes as "White Fish Lakes." This map is reprinted in Ray Specht and John Cline, *The Wisconsin Valley Line* (Antiquarian Press, 1979), Figure 1.

2. For an article appearing in the April 1924 edition of *The Wisconsin Archeologist*, published by the Wisconsin Archeological Society, the author of the article, Vetal Winn, interviewed a Chippewa Indian named Amikonse, reportedly one of the oldest men living in the Indian village at Lac du Flambeau at that time. According to Amikonse, villages of ten to fifteen Chippewa families each were located: on the point where the village of Minocqua now stands; on the west side of Lake Minocqua, just north of the channel between Minocqua and Kawaguesaga lakes; on the north end of Squirrel Lake; on the south end of Squirrel Lake; on Squaw Lake; on Pike Lake; on Trout Lake at the mouth of the Trout River; at Manitowish; and at Mercer.



"Island" of Minocqua. Location of fur trading post marked "A"; 1860s Indian village marked "B"; 1880s Indian village marked "C". (author)

located across the lake from the present village of Minocqua, on the north side of the thoroughfare or channel between Minocqua and Kawaguesaga lakes. The existence of this village was first recorded by government surveyors who were surveying the boundaries of the Lac du Flambeau Indian Reservation. Their field notes dated April 1, 1851, read as follows:

> *We find on the banks of a short thoroughfare in Section 15, Township 39, Range 6, a fur trading post, which is a one-story hewed-log building, 20 x 40. There is also an Indian village called Nin-Oco-Qua, with about 300 Indians and a great many Indian mounds in the vicinity.*

This Indian village was again noted in October 1863 by government surveyors who were surveying the section lines within the new township.[3] They described the village as consisting of "10 or a dozen houses," so it seems likely that there were fewer Indians inhabiting the village at that time than there were in 1851.

Gus Nolan, who would become a permanent resident of Minocqua, was hired

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3. The original U.S. government survey of the lands around Minocqua was conducted in September 1860, when the township lines for Township 39 North, Range 6 East were surveyed. The survey of the individual sections and meander lines within that township, called the "interior survey," was done from October 13 to October 23, 1863.

by the government in 1886 to survey the southeastern boundary of the Lac du Flambeau Indian Reservation. This survey was done in preparation for the construction of the railroad line to Minocqua, in order to confirm that the anticipated route of the line would not enter the reservation. Nolan and his assistant camped on the south side of the thoroughfare between Minocqua and Kawaguesaga lakes. He had expected to find the Indian village on the north side of the thoroughfare which was recorded in the 1851 and 1863 surveys. However, he found only Indian burial mounds on that site.

Instead, there was a village across the lake to the east on the "island" which would become Minocqua. An Indian interpreter told Nolan that the village on the north side of the thoroughfare had been the site of a deadly battle between the Chippewa and the Sioux in the early 1850s. When a small-pox epidemic almost wiped out the Chippewa village sometime after the 1863 government survey, the Indians believed their village was haunted by the evil spirits of the slain Sioux Indians, so the survivors moved across the lake to the "island."

Stiles W. "Cap" Ray arrived here by dugout canoe in May 1887, as preparations were being made for construction of the railroad right of way into Minocqua. He described the Indian settlement on the "island" as consisting of eight wigwams and a small log cabin.[4] Ray worked on the construction of the railroad, and then like Nolan, became a permanent resident of the new town of Minocqua.



Birchbark canoe and Chippewa Indians near Lac du Flambeau. (author)

4. The origin of this log cabin on the "island" has never been recorded or explained. In all likelihood it was built by a fur trapper earlier in the 1800s. The exact location of the cabin was noted by the government surveyors in October 1863, when they surveyed the meander lines for Lake Minocqua (which at that time was referred to as part of the "Tomahawk Lakes"). The cabin was located on the west bank of the "island" near the present intersection of West Chicago Street and West Park Avenue.

Fur Trading Post

The old fur trading post on the south side of the thoroughfare, described in detail in the 1851 survey notes, was not even mentioned in the 1863 survey notes. However, Gus Nolan did find the foundation of a log cabin on the south side of the thoroughfare when he camped there in 1886. The cabin had been a fur trading post built by the American Fur Company, owned by John Jacob Astor. It was probably built sometime between 1808, when Astor founded the American Fur Company, and 1834, when he sold the company.[5]

It was no accident that the fur trading post and both Indian settlements at Minocqua were situated on or near the thoroughfare between Minocqua and Kawaguesaga lakes. Those settlements, like the main village on the Bear River at Lac du Flambeau, were located on the portage trail between the Wisconsin River and the Flambeau River. This portage trail was part of a well-established Indian and fur trader route between Lake Superior and the Mississippi River.

Superior to Mississippi Water Route

Starting from Lake Superior at present-day Ontonagon, the canoe and portage trail followed the Ontonagon River south to the present location of Watersmeet, Michigan; then up Duck Creek to Wilson Springs, followed by a short portage to Crystal Lake and the Wisconsin River; after proceeding downstream on the Wisconsin river, the canoes left at a westward bend in the river east of Tomahawk Lake; from there a two-mile portage (possibly canoeing Dorothy or Dougherty Lake in the middle of that portage) led to Tomahawk Lake; the Tomahawk chain of lakes could be canoed past the fur trading post and the Indian settlement on the thoroughfare at Minocqua, then down the Tomahawk River to a point nearest Shishebogama Lake; a short portage led to Shishebogama Lake, then alternately canoeing and portaging through Gunlock Lake, Placid Twin Lake, Fence Lake, Crawling Stone Lake, Long Lake, and Flambeau Lake past the main village at the outlet of the Bear River; then down the Bear River to the Flambeau River and then to the Chippewa River, and finally to the Mississippi River.[6]

Of course, once on the Wisconsin River, canoes could have simply followed that river downstream all the way to the Mississippi River. However, travelers on this water route left the Wisconsin River east of Lake Tomahawk, and embarked on the

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5. See Alice E. Smith, *The History of Wisconsin*, Volume I, (The State Historical Society of Wisconsin, 1973), pages 95-121, for a general description of the fur trade in Wisconsin. Also see David Lavender, *The Fist in the Wilderness*, (Garden City, 1964), at pages 283, 298, and 464 for references to fur trading activities at Lac du Flambeau in 1818 to 1820.

6. This canoe trail was researched in the 1920s by the late Isabel Ebert, who resided in Lake Tomahawk, Wisconsin. She researched the area's Indian history by reading the writings of priests and fur traders at the State Historical Society of Wisconsin. A description of the canoe trail appears in the Centennial Issue of *The Lakeland Times* (1988), page 6. The route described in this article differs slightly from Ebert's description. Ebert concluded that the Indians left the Ontonagon River at Watersmeet and portaged approximately eight miles to Lac Vieux Desert. This author has surmised that it is more likely that the Indians left the Ontonagon River on Duck Creek, following that waterway to Wilson Springs, from which a portage of only a mile and a half would take them to Crystal Lake and the northernmost bend of the Wisconsin River.

series of portages which passed Minocqua, in order to avoid the many rapids and falls on the Wisconsin River between Rhinelander and Wisconsin Rapids.

For travels to and from the western part of Lake Superior, west of La Pointe (on Madeline Island), there was a more direct route to the Mississippi River. Canoes followed the Bois Brule River to its source, where a short portage over the subcontinental divide near present-day Solon Springs led to the headwaters of the St. Croix River, meeting the Mississippi River southeast of Minneapolis-St. Paul.

Logging Along Wisconsin River

Just as the rivers of northern Wisconsin served as the main travel routes for fur traders and Indians, they also became the sole means used by the earliest loggers to transport pine logs from the northern forests to sawmills. Before the railroads penetrated the Wisconsin River valley region, all logging was done within skidding distance of a river which would have enough springtime flow to float the logs downstream to a sawmill in a "river drive." Even the processed lumber then had to be floated from the sawmills down the Wisconsin River in large rafts assembled from the lumber itself.[7]

The United States government acquired the lands along the Wisconsin River between Wisconsin Rapids and Wausau in a treaty with the Menominee tribe in 1836. In 1837 and 1842, all remaining lands in north central and northwest Wisconsin were acquired in treaties with the Chippewa tribe, including the entire watershed of the Wisconsin River. Contemporaneous with these land acquisitions, timber operations began moving up the Wisconsin River, establishing a sawmill as far north as Wausau by 1839.[8] Within a decade, a large lumber town grew at



Cutting a white pine in the Wisconsin Rive Valley. (author)



Skidding logs to a landing along a river. (author)

7. Malcolm Rosholt, *The Wisconsin Logging Book*, (Rosholt House, 1980), pages 190-205.

8. *The Wausau Pilot-Review*, January 31, 1888. Rosholt, *The Wisconsin Logging Book*, Foreword. Also see Richard N. Current, *The History of Wisconsin*, Volume II, (The State Historical Society of Wisconsin, 1976), pages 100-102.

Wausau, with several sawmills being fed by timber that was cut upstream along the Wisconsin River and its tributaries.

It did not take long for logging operations to move northward along the Wisconsin River as far as the future towns of Rhinelander and Eagle River. During the winter of 1857-58, there were two logging camps 30 miles east of the Minocqua area owned by the firm of Fox & Helms, with one being located on Eagle Lake at Eagle River, and the other on Muskallonge Lake west of present Sugar Camp. The two camps employed a total of 90 men that winter and produced about 20,000 logs, which were driven to Mosinee in the spring of 1858, in the first river drive on the upper Wisconsin River.[9] Scattered logging operations continued along the Wisconsin River during most winters after 1858, but until the railroad was built to Rhinelander in 1882 and Eagle River in 1883, the logging camps remained close to the river.

Logging and settlement of northern Wisconsin did not advance uniformly across the region, but instead expanded northward in "spikes" which followed first the major rivers and later the railroads. Being situated in between two such spikes, logging and settlement in the Minocqua area lagged behind the regions to the east and west. Before the railroads, the earliest logging and settlements in the northwoods occurred to the east of Minocqua along the Wisconsin River, to the west along the Chippewa and Flambeau rivers.

First Settlements to West of Minocqua

The Wisconsin Central Railroad was the first railroad to penetrate the northwoods north of Stevens Point and Chippewa Falls, with a line that passed about 38 miles west of Minocqua on a route from Stevens Point to Ashland. After reaching Stevens Point in 1871, the Wisconsin Central immediately began extending the line through the wilderness to connect Stevens Point with Ashland, 187 miles to the north. By 1873, the line was completed north to Prentice, and south from Ashland to Penokee Gap, near present-day Mellen. The company ran out of money, though, and a gap of about 56 miles remained until it was completed in 1877.[10] Although the towns of Phillips, Fifield, and Park Falls (originally called "Flambeau") would soon spring up along that line after it was completed, there were no roads or rivers connecting those towns with the Minocqua area, so they had little influence upon the unsettled wilderness that still existed around Minocqua in the 1880s.

First Settlements to East of Minocqua

In contrast, the construction of the Milwaukee, Lake Shore & Western railroad northward on a line passing about 30 miles east of Minocqua would bring the first sport fishermen to the Tomahawk lakes – a harbinger of Minocqua's future. The

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9. "In Early Days" by Finn Lawler, *The Eagle River Vindicator*, January 20, 1887.

10. Robert C. Nesbit, *The History of Wisconsin*, Volume III, (The State Historical Society of Wisconsin, 1985), pages 115-120.

Wisconsin River first provided the transportation route which brought loggers and a few settlers as far north as Lac Vieux Desert and present-day Eagle River beginning in the 1850s. However, settlement of the upper Wisconsin River area remained extremely sparse until a railroad was constructed into the region in the early 1880s.[11]

In 1878, the Milwaukee, Lake Shore & Western Railway began an extension of its Milwaukee-Manitowoc-Appleton line north to Ontonagon, Michigan, which would pass just east of Rhinelander and right through Eagle River. This railroad reached Monico in 1882. At that time, the Brown Bros. Lumber Co. of Stevens Point owned 2000 acres of land along the Wisconsin River and around Boom Lake at what would become Rhinelander. Brown Bros. offered the railroad one-half of their land if the railroad would make a connection with what was then called Pelican Rapids. The railroad accepted the offer and in September 1882, a spur line was completed to the new city of Rhinelander.[12] In June 1883, the line was completed to Eagle River, and from there continued that same year to Watersmeet, Michigan.[13]

The completion of this railroad instigated the construction of several large sawmills at Rhinelander and the settlement of the new town of Eagle River. Logging operations in the Eagle River area multiplied, since the railroad facilitated all aspects of logging, from bringing work crews, equipment and supplies into camp, to hauling logs out of the area. Temporary railroad spurs from the main line made any pine trees in the area accessible to cutting.

Fishermen Come to the North Woods

Although the primary impetus for the construction of the Milwaukee, Lake Shore & Western railroad was to haul freight to and from the mining operations of upper Michigan and to haul logs from the north woods, the railroad soon realized a bonus in the passenger traffic bound for fishing resorts in the vicinity of Eagle River. As soon as the railroad was completed, that area began attracting numerous fishermen. By 1886, guides were bringing some of these fishermen as far west as the Tomahawk chain of lakes, to get away from the "crowds" around Eagle River.

One of these early guides to bring fisherman to the future Minocqua in the mid-1880s was Edward J. Walsh. He brought fishermen by tote road from Eagle River to Tomahawk Lake, where he kept one or two boats. From there, he rowed fishing parties around the chain of lakes, where they stayed in tent camps.[14] Another sport fisherman who tried the fishing on the Tomahawk lakes in 1886 was

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11. George O. Jones and Norman S. McVean, *History of Lincoln, Oneida and Vilas Counties* (H.C. Cooper, Jr. & Co., 1924), pages 16-17.

12. Jones and McVean, *History of Lincoln, Oneida and Vilas Counties*, pages 113-114.

13. The Milwaukee, Lake Shore & Western railroad was acquired by the Chicago & Northwestern Railway Co. on June 30, 1893.

14. According to a story about Walsh which appeared in the *Minocqua Times* on September 27, 1929, he had a photograph inscribed "June 1886" taken at one of his fishing camps on the Tomahawk chain of lakes.

John B. Mann. That fall, he and his partner, Clarence W. Nichols, built the first fishing resort on the chain, a small log "hotel" located on the site of the old Indian village across from the "island" of Minocqua.[15] He may have chosen this site because it was right next to the right of way which was being surveyed for the impending Chicago, Milwaukee & St. Paul railroad line to Minocqua.

When these first fishermen to visit the Tomahawk chain of lakes dropped their silk fishing lines into its crystal clear waters, there had not yet been any logging around the lakes, so the lake shores were surrounded by a virgin growth of white and Norway pines. The forests around Minocqua were by no means composed exclusively of pine trees, being mixed with a great deal of aspen, birch, maple, and oak.[16] However, there were many valuable stands of mature pine trees measuring two to four feet in diameter, with the largest of the white pines reaching five feet in diameter.

Logging Approaches to Minocqua

By the early 1880s, after the easiest timber had been cut along the Wisconsin River, logging operations had moved up the Tomahawk River and its tributaries into the region just south of the future Minocqua. In the winter of 1885-86, *The Wausau Pilot and Review* reported that there were logging camps on the Tomahawk, Rocky Run, Squirrel, Willow, and Kaubashine rivers, all located from 20 to 30 miles to the south and southwest of Minocqua.[17] However, there is no record of any logging being done on the Tomahawk chain of lakes itself until after the railroad was completed to Minocqua in the winter of 1887-88.

Wisconsin Valley Railroad

Until the 1880s, logging in Wisconsin was concentrated in the heavy growth

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15. Mann and Nichols operated this resort at Minocqua for only two summers. In the fall of 1888 Mann built a new resort on the west shore of Trout Lake called "The Manitowish." He and his wife Mary ran that resort until 1916, when it was purchased by Daniel E. Cardinal. The resort, now known as "Cardinal's Manitowish Lodge," is still being operated by descendants of Cardinal. Mann probably abandoned his resort at Minocqua because he did not own the land on which it stood; he could not acquire the land because it was included in the Water Reserve Lands and therefore was not open to entry by homesteaders. He conveyed his interest in the building and personal property to Nichols in March 1889, but Nichols did not continue operating the resort. The building became the private cottage of M.C. Wetmore.

16. The government survey notes prepared during the township survey in 1860 and the sectional survey in 1863 provide a broad overview of the types of trees in the area before there was any logging, because the surveyors recorded the types of trees encountered along each section line they surveyed. A typical example would be the survey notes for the line between Townships 38 and 39 North, Range 6 East, forming the boundary between the present towns of Minocqua and Hazelhurst. Beginning at the east end of that line and progressing six miles to the west, the surveyors encountered the following trees along that line in 1860:

Between sections 1 & 36: Oak, maple, birch, tamarack, spruce.
Between sections 2 & 35: White birch, aspen, maple, white and yellow pine.
Between sections 3 & 34: Mostly small birch, aspen, white and yellow pine.
Between sections 4 & 33: Mostly small white birch, pine, and aspen.
Between sections 5 & 32: White birch, aspen, maple, pine, and black oak.
Between sections 6 & 31: Yellow pine, white pine, and spruce

17. *The Wausau Pilot and Review*, March 9, 1886; April 20, 1886; and May 18, 1886.

of virgin pine in the central Wisconsin River valley area, ranging from Tomah to Wisconsin Rapids (then called Grand Rapids), to Stevens Point, Wausau, and Merrill (then called Jenny). The rapid growth of those communities and their sawmills, which were processing huge quantities of pine logs cut along the Wisconsin River, prompted the organization of the Wisconsin Valley Railroad Company. Construction of a line from Tomah to Wausau was begun in 1872 and completed in 1874. No longer did the mills at Wausau have to raft their finished lumber down the Wisconsin River, a slow and inefficient trip which damaged much of the lumber.[18] By January 1880, the line was extended another 17.5 miles to Merrill.



Laying crossties on grade across swamp. (author)

Chicago, Milwaukee and St. Paul Railway

In October 1880, the Chicago, Milwaukee & St. Paul Railway purchased the Wisconsin Valley Railroad, which connected with the St. Paul railway's main line at Tomah. This acquisition gave the St. Paul railway an immediate entry into the pine forests of the north woods, and offering the possibility of an extension even farther northward to Lake Superior, where the iron and copper mines of Upper Michigan would provide much freight business. The railroad began the first phase of this expansion northward during the winter of 1886-1887, when it surveyed a 54-mile extension from Merrill to what would become Minocqua.

18. The total freight carried by the Wisconsin Valley Railroad during the fiscal year ending September 30, 1877, amounted to 74,644 tons, 85 percent of which consisted of lumber and forest products. Specht and Cline, *The Wisconsin Valley Line*, page 29.

By March 1887, clearing of the right of way began at Merrill, and construction of the grade began right after the spring thaw.[19]

This railroad extension was unusual because its terminus was located in an area devoid of any modern settlement. While most railroads constructed in Wisconsin before this were built to link already existing population centers, the extension to the Tomahawk lakes ended in the wild, on an "island" which was still covered by large pine trees and inhabited by an Indian village when the construction began. The tracks were laid to the "island" in December 1887, a regularly scheduled freight train began running to Minocqua on January 25, 1888, and regular passenger train service began on May 23, 1888. The village plat was recorded on May 5, 1888, and lots were sold beginning May 16, 1888.[20]

Minocqua was born as a railroad town, and Minocqua owed its existence entirely to the railroad. But why did the St. Paul Railway choose a route which necessitated the construction of a long trestle across the lake to the "island" when it could have continued the line northward along the west shore of Lake Minocqua with much less expense? After all, the ultimate destination of this extension was Upper Michigan, not Minocqua, and the railroad did not have to cross Lake Minocqua in order to reach that destination.

Across to the "Island"

There were two reasons for crossing the lake to reach the "island." First, the "island" offered a strategic location for a sawmill. Logs could be floated to it by way of the chain of lakes, or transported to it by railroad. Once at the sawmill, the logs could be boomed on the lake until cut. But this could not have been the only reason, because a sawmill could just as easily have been located on the western shore of Lake Minocqua.

The second – and more decisive – reason for building the railroad across the lake was a land deal offered to the St. Paul Railway. The Land, Log & Lumber Co., which owned most of the "island," offered the railway company part ownership in a joint venture to plat a town on the "island" and sell lots if the railroad would route its line to the "island." On November 29, 1887, the Land, Log & Lumber Co. conveyed all the land on the "island," except for Govt. Lot 2 which was the depot grounds, to a syndicate consisting of the Chicago, Milwaukee & St. Paul Railway Co. (with a 3/10ths interest), Henry C. Payne (a 2/10ths interest), and William H. Bradley, W.G. Collins, Harry M. Pillsbury, Charles C. Cutter, and Marshall W. Lloyd (each with a 1/10th interest). Henry C. Payne acted as trustee of the group to hold title to the property and to conduct the platting of the town site and sale of the lots.

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19. Specht and Cline, *The Wisconsin Valley Line*, pages 48-52; *Wausau Pilot-Review*, issues dated December 14, 1886, February 8, 1887, March 1, 1887, and March 22, 1887.

20. Daniel D. Scrobell, *Early Times*, (Heritage House Publishing, 1988), pages 5-10.



The railroad trestle across Lake Minocqua, looking east toward Village of Minocqua. (author)

Expectations for a Sawmill at Minocqua

Recognizing the prime location that the "island" offered for a sawmill, the St. Paul Railway anticipated that lumbering interests would build a large sawmill there soon after the railroad line was completed, as illustrated by this article that appeared in the May 26, 1887, issue of the *Lincoln County Advocate*:

> *A special train came up the line yesterday with railway officials who went into the Tomahawk country. We understand that the parties who came up from Milwaukee are on their way to Tomahawk lake to see about erecting sawmills and manufacturing lumber the coming year at that point. This recalls a circumstance that may not be generally known. The Land, Log & Lumber Co. was the original owner of the plant at the mouth of the Tomahawk, and last November sold a 51 percent interest to the St. Paul Railroad Co., and the Tomahawk Land & Boom Co. was then organized. The former owns 49 percent of the stock in the Boom Co. and is also the owner of about one thousand million feet of timber accessible to the improvement at Tomahawk and at Tomahawk lake. The probability is that sawmills will be constructed at Tomahawk lake the coming winter.*[21]

21. Contrary to the article quoted from the *Lincoln County Advocate*, the railroad company itself actually owned only a 30 percent interest in the venture; the railroad's solicitor general, Henry C. Payne, personally owned a 20 percent interest.

Inexplicably, no large sawmill was ever established at Minocqua.[22] Although that fact slowed Minocqua's initial settlement, in the long run the town thrived specifically because it did not develop as a sawmill town. Since its economy was never dependent upon a sawmill, Minocqua did not suffer the crippling economic setback that other towns like Lake Tomahawk, Star Lake, Hazelhurst, Arbor Vitae, and Lac du Flambeau did when their sawmills shut down between 1904 and 1913.[23]

Tourism Begins Immediately

It is clear from contemporaneous newspaper accounts that, right from its birth, Minocqua's primary attraction and principal support for its economy was tourism. Even before the rail line was completed to the town, the *Northern Wisconsin News*, quoting from the *Central Wisconsin* newspaper, had this to say in its December 7, 1887, issue about the new town of Minocqua:

> *The Chicago, Milwaukee & St. Paul Railway Co. will plat a rival to Tomahawk at Tomahawk Lake next season. The railroad to that place is now nearly completed and an engine house is to be built there at once. At present there is nothing but a half dozen saloons, one general store and one residence at the place. The Milwaukee, Lake Shore & Western extension from Rhinelander to Hurley, will pass within two miles of the place. Judging from the fact that the town will be beautifully situated and right in the center of the best hunting and fishing districts of Northern Wisconsin, it is predicted that the lots will sell readily, that in a short time the place will be noted far and wide, both as a summer resort and as a resort for hunters and fishers. The surveyor of the St. Paul company is now on the site laying out lots. The town is to be called Minocqua.*

On a similar theme, the *Wausau Pilot-Review* of January 31, 1888, contained these observations about the new town of Minocqua:

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22. John Radcliffe built a small sawmill on a peninsula in Lake Kawaguesaga west of Minocqua in 1888, but he had to close it down in 1890 after the Minocqua dam raised the water level in the lake by about five feet and his peninsula became a small island. H.L. Kellogg built a sawmill just northeast of the depot grounds at the north end of the "island" in the fall of 1893, but this was never a large enough operation to make Minocqua a sawmill town like Hazelhurst, Arbor Vitae, Lac du Flambeau, Lake Tomahawk, and Star Lake.

23. The Lake Shore Lumber Co. shut down its sawmill at Lake Tomahawk (then called "Tomahawk Lake"), in the fall of 1904; Williams, Salsich & Co. closed the sawmill at Star Lake in the summer of 1906; the Yawkey-Bissell Lumber Co. shut down its mill at Hazelhurst in the fall of 1911 and its mill at Arbor Vitae in November 1912; the Flambeau Lumber Co. closed its sawmill at Lac du Flambeau in October 1913. Each of these places were "company" towns that nearly disappeared when the lumber company ceased operations. For example, Hazelhurst's population dropped from a peak of about 1,000 residents to only 150 after the sawmill and planing mill closed.

> *THROUGH TO THE LAKE. On Tuesday last [January 24], the St. Paul company commenced to run trains through to Tomahawk lake. The lake is said to be a fine body of water, 20 miles long by seven wide. As our sportsmen all know the lake is filled with fish and game in its vicinity is plenty. Taken all in all, it can't help of becoming a popular summer resort. It is the impression of a great many that while there may be a bright little town at Tomahawk there will be a much larger one at the lake.*

Both of these predictions for Minocqua were written while it consisted of two rows of crude shacks built on the depot grounds on either side of the railroad tracks, and while the town site itself was still covered with pine trees, yet they accurately predicted that Minocqua would be known primarily as a resort town. Neither article even mentions logging or sawmills. Of course, logging would be very important to Minocqua's economy during its first two decades of existence, but only because Minocqua served as a commercial center and supply point for logging operations in the surrounding area. This source of economic activity actually complemented its nascent tourism industry in several ways.

First and foremost, it was the logging industry that brought the railroad to Minocqua, and in turn, it was the railroad that brought the tourists to Minocqua. Second, the various businesses serving the tourism industry, like hotels, grocery and general stores, and livery stables all were more prosperous because of the added business from logging operations. Third, many residents of Minocqua who were involved in serving tourists during the summer worked in the logging industry through the winter months. The growth of Minocqua during its first 30 years profited from this symbiotic relationship between the logging and tourism industries.

This early and rapid growth of tourism in Minocqua runs contrary to a historical myth about the area's early development. Some oral histories have depicted Minocqua as being a lumberjack town in its early years, dependent exclusively upon logging. The story commonly went on to describe that only after the logging industry subsided did the residents transform the area's economy toward tourism. In fact, the pages of *The Minocqua Times* from the 1890s reflect the dominant force of tourism even while logging activities peaked in this area. Even more amazing, there seems to have been no contemporaneous recognition of any incompatibility between the two enterprises; the stands of majestic pine trees disappeared with no opposition from residents, even from those who were financially dependent upon the tourism industry.

The lack of any conflict between the tourism industry and the loggers who were cutting the virgin pine trees is not surprising when one considers the mindset of the settlers who populated this area at the end of the nineteenth century. They "knew" that wilderness was meant to be tamed and settled, natural resources were meant to be used, and a land full of trees was unproductive. Cutting those trees

would not only produce valuable lumber but would also result in clearing the land so it could be adapted to its highest and best use – farming. Farms would bring permanent settlers to the area.

Of course, the soil proved to be too sandy and the growing season too short for farming to be a profitable enterprise in the North Woods. Although many tried, most farms in the area were abandoned in the 1920s and 1930s. The cutover lands and the abandoned farms were acquired by the State beginning in the 1910s and by timber companies beginning in the 1930s, and are again devoted to timber growth.

Water, Timber and Rails

Minocqua's early history was dominated by water, timber and rails. Its location on the Tomahawk chain of lakes, at the headwater of the Tomahawk River, lead to its settlement by the Chippewa Indians and occupation by fur traders. The water also attracted the first fishermen who came here from the Eagle River area. The timber industry brought the railroad to Minocqua; the railroad and the lakes brought the tourists here. Although the railroad has disappeared, having been supplanted by the highway and the automobile, tourism – inextricably connected to the lakes in the area – and the timber industry still dominate the area's economy.

Iron County Tourism History Rooted in Forest Resources

By Connie Loden

If you look at the Iron County tourism business today, you can still see the strong connection of tourism to forest resources. Many of the recreational offerings in the county rely heavily on the use of the forest – snowmobiling, ATV Riding, Mountain Biking, Cross Country Skiing, Hunting, Fishing, Hiking, Waterfall watching – to name a few.

Actually, the early lumbering operations gave birth to the tourism industry in Iron County and established the link from the start. Iron County's recent "Survey of Historic Tourism and Recreation Related Properties" report points directly to this evolution. The project was funded in part by the National Park Service – U.S. Department of the Interior grant, which is administered through the State Historical Society of Wisconsin, by the Hamliton Roddis Foundation and Iron County. The report, completed by Rucker Historical Research out of Green Bay, provides the source of most of the following material and the theme that will be focused on.

Iron County is located in extreme northern Wisconsin, adjoining Michigan's Upper Peninsula and Lake Superior at its northern border. One of the larger counties in the state, a geographic divide crosses the county at about its midpoint; north of the divide waterways extend to Lake Superior, while south of the divide they feed into the Flambeau, Chippewa and other rivers that extend to the Mississippi. The area north of the divide has few lakes and more irregular terrain, and the relatively few rivers in this portion of the country tend to be swift-moving, often with waterfalls. Prior to Euro-American settlement, virtually the entire county was covered with dense timber.

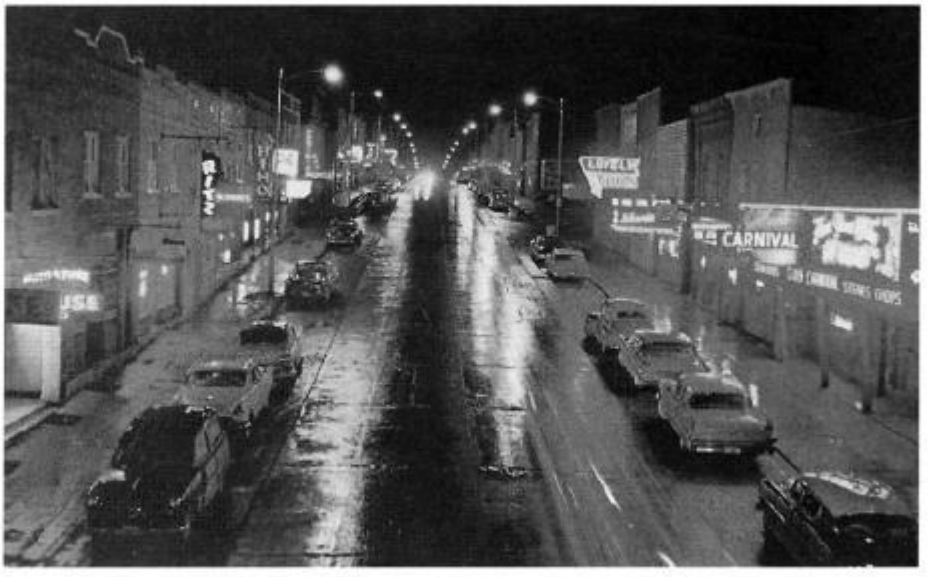
Limited logging and milling operations were established in the late 1880s in the northern portion of the county and within a few years were primarily occupied with supplying the prodigious lumber requirements of the Gogebic mining industry for use as headframes and framing to prevent collapse underground.

To meet the steel industry's demand, Gogebic Range iron ore mines developed into sophisticated, scientific, capital-intensive operations that employed, and often housed, hundreds of individuals in what had only recently been impenetrable woods. The industry had a massive impact on Iron County; mines were the county's largest employers and the largest users of timber for most of the first half of the twentieth century.

The city of Hurley virtually sprang into existence between 1885 and 1886, as a result of the influx of prospective miners, lumberers, and opportunity-seekers who flocked to the young settlement.

As early as 1887, Hurley also had a well-established and widely-known reputation as a wild frontier town, providing a variety of legal and illegal entertainments to loggers and miners. Although the establishments and clientele changed, Hurley kept much of this reputation throughout the first half of the l9th

century. Periodic efforts to turn Hurley's image around gained little momentum until the 1960s.



Famous Silver Street, Hurley, Wisconsin. (author)

Silver Street's (In)famous Lower Block. *The mid-1920s was the height of the Prohibition era, but that didn't mean the demand for taverns was any less in Hurley. All of these buildings opened as "soft drink parlors," a name used all over the U.S as a flimsy disguise for the actual business. Many of these taverns also housed supplementary businesses, including illegal betting and prostitution. The 1954 book, "Still No Angel" lists 37 on the north side of street and 19 on the south side, extending the entire length of Silver Street. Many of the infamous Hurley establishments were demolished in the 1960s and 1970s.*

The absence of access by automobile and the limited number of lakes, curtailed early resort growth in Northern Iron County, but the night life offerings and reputation lived on and have become a substantial attraction for many of today's visitors.

Logging was the primary pre-1920 industry in southern Iron County, and countywide was only second to iron ore mining in the late 1800s and early 1900s.

In southern Iron County, the first logging attempts in the area were generally conducted by independent small groups of French-Canadian loggers, who usually worked a homestead claim until all of the desirable timber had been removed before abandoning the claim to relocate elsewhere. One cabin which appears to have been constructed by French-Canadian loggers still exists as part of the Springstead Historic District, located in the Town of Sherman on Stone Lake.

The Springstead Historic District, Stone Lake. This unique property, on the National Register of Historic Places, includes a rare French Canadian's logger's cabin, one of few left from the pre-1900 era of pine logging by itinerant, independent loggers. The main buildings on this property include a caretaker's cabin and a guide's cabin built by Randall Burns, a Chicago attorney who had a summer home nearby in the 1930s. The original town Post Office and General store, were established around 1916 and served the area until 1933. This property is operated today as a lodging establishment and general store featuring hand made and organic products.

Like the rest of northern Wisconsin, Iron County's pine, once thought inexhaustible, virtually ran out shortly after 1900. Although logging continued in the county, it did so on a smaller scale and using significantly different methods. Pine was desirable in the late nineteenth century as a building material, and pine could be efficiently logged and transported to distant markets via floating down natural waterways; hardwood and pine stands too far removed from such waterways were inaccessible because adequate overland transportation was generally unavailable prior to the turn of the century. As the main accessible stands of pine dwindled, and as various hardwood came into demand for the state's furniture manufacturing, tanning and paper pulp industries, well-financed corporate logging companies began to use track railroads to transport timber out of remote locations to sawmills and veneer factories to the south.

Several logging establishments were associated with studied resorts, although undoubtedly many more in the area operated in a similar manner. The earliest was the Emerson Brothers pine logging operation, which began near the headwaters of the Flambeau River in the town of Sherman or Springstead area. The Emerson Land Company was incorporated by brothers John and David Emerson, who moved to the area in 1905 to salvage a massive stand of pine that had been blown down by a tornado during the previous year. In order to utilize this stand, however, the Emersons had to purchase mill machinery and building components for workers' housing and camp buildings and move equipment, employees and their families to the site over land where no road existed. In late 1905, a forest fire virtually destroyed the settlement, which was rebuilt and re-equipped in 1906. The new sawmill equipment and building materials not produced on site were brought to the area via a route carved through the woods by David Emerson; this primitive road ran roughly along the same route as modern Highway 182. A fatal lightning strike in 1909 killed three members of the Emerson family, and the sawmill and logging operations ended in approximately 1917-18. Resorts located in the area today, still tell the legend of Bear Skull Lake and the fatal lightening strike which caused the evaporation of the Town of Emerson.

Another early resident of the area seems to have found some success via operating a small sawmill. Bernhard Pripps arrived in the Springstead area

on January 3, 1901, and after obtaining a government parcel began to operate a sawmill just west of French Lake. The Pripps sawmill primarily supplied the growing local demand for boards and other timber products for area settlers and loggers; it had ceased operation or had been transferred outside the family by 1928. Bernhard's son Norman still resides in the area today at the Studio in the Woods.

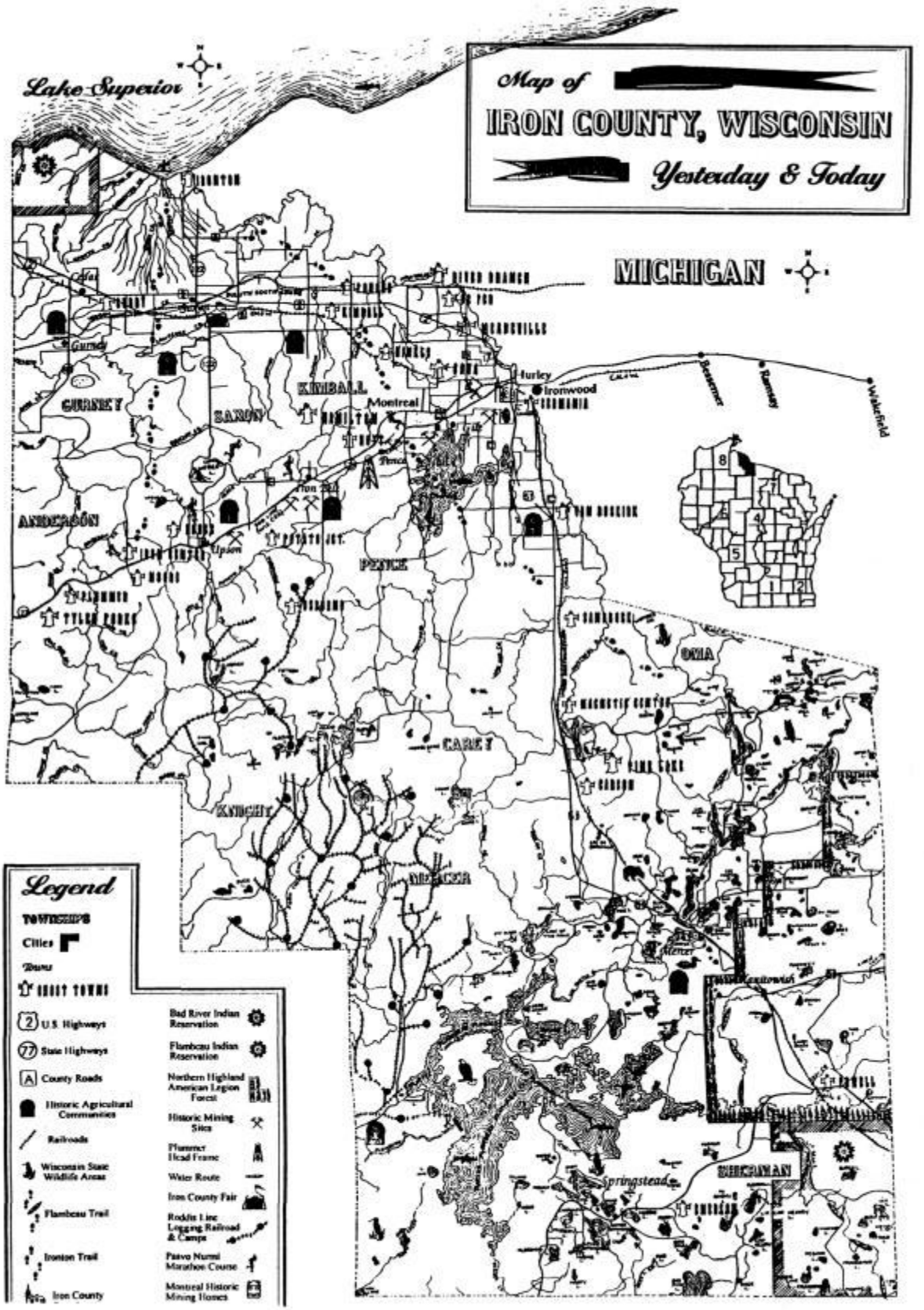
Studio in the Woods, Springstead – Town of Sherman. *Since 1949, the Studio in the Woods has served as the headquarters of artist Joan Berringer Pripps and Norman Pripps, son of Springstead's earliest permanent settler. Built by Norman Pripps, the log structure sits on a hill overlooking Little Musky Lake. The Studio in the Woods was one of the first tourism oriented businesses in this area to capitalize on vacationing families' interest in services beyond the basics of food and lodging.*

Following the decline of pine logging, a few operations based outside of Iron County conducted logging operations using railroads. The Hines Company used a rail line from Park Falls to log in the Springstead area starting in 1916; and are reputed to have established several camps in the Springstead area.

A more extensive and better documented hardwoods logging operation was conducted by the Roddis Lumber & Veneer Company and extended from Park Falls into the west-central portion of Iron County. By 1912, the Roddis Company purchased land and laid track from their main line into Iron County along what is now roughly County Trunk FF. By 1925, Roddis lumbering in Iron County commenced in earnest under the management of Carl Nelson, an independent jobber who, had been doing a small portion of the company's logging for several years. Nelson was put in charge of the majority of the company's business in the area, and between 1925 and 1930 Nelson operated as many as ten camps. When Roddis ended their logging operations in 1938, they had expanded its spurs as far north as Island Lake in the Town of Knight. When logging ceased, all trackage was pulled up, but the corridors, that the tracks created, remained. They opened up remote areas of the county and became the backbone of Iron County's popular trail systems.

The rise and fall of the soft and hardwoods lumbering industry did have a significant impact on the early development of several of the county's historic resorts. Loggers appeared to have used their experience to acquire prime properties and learn the basics of log construction. Among these, was Carl Nelson himself, who had a resort known as Forest Wonder (non-existent today) on Swamp Creek northwest of the Turtle-Flambeau Flowage by 1944. Today's, Camp 1 is located in the vicinity of Nelson's operations.

Camp 1, Highway FF. *Local cabin resort owner Charles Lukas built this bar in 1948 for his daughter, Mary, who became one of the first roadside business*


Lake Superior
Map of
IRON COUNTY, WISCONSIN
Yesterday & Today
MICHIGAN
Gurney
Montreal
Hurley
Ironwood
Bessemer
Ramsey
Wakefield
GURNEY
SAXON
KIMBALL
ANDERSON
PENCE
OMA
CARET
KNIGHT
MERCER
Springstead
BURNHAVEN
Legend
TOWNSHIP'S
Cities
U.S. Highways
State Highways
County Roads
Historic Agricultural Communities
Railroads
Wisconsin State Wildlife Areas
Flambeau Trail
Ironton Trail
Iron County
Bad River Indian Reservation
Flambeau Indian Reservation
Northern Highland American Legion Forest
Historic Mining Sites
Flannery Head Frame
Water Route
Iron County Fair
Roddis Line Logging Railroad & Camps
Paavo Nurmi Marathon Course
Montreal Historic Mining Homes

owners on the west side of the Flowage. By positioning herself along an increasingly busy road, Mary and her successors have been well-placed to feed, water and provide bait for travelers who have not reached their destination or have no set destination in mind. The current owners took the present name from western Iron County's logging heritage. Carl Nelson, an independent logger for the Roddis Logging Company, built his headquarters camp, or Camp 1, about one-quarter mile west of this building in 1925. In addition to logging, Nelson was also responsible for hauling fill to the site of the Turtle Dam, then under construction.

The Turtle Flambeau Flowage was born in 1926, when the Chippewa and Flambeau Improvement Company dammed the Turtle River to improve its usefulness for power-generating and papermaking downstream. After the dam's construction, the water rose gradually for several years, until settling into roughly its current footprint in the early 1930s. Until 1931, there was no road between Mercer and the west side of the flowage, making resort business nearly impossible. Local people did live and work in this region, many for the Roddis Logging Company. Many also gained experience fishing in the flowage and put this experience to work later as guides and resort proprietors. Most of the land surrounding the Flowage was owned by the Improvement Company until 1991, when it was purchased by the State of Wisconsin. For this reason, most of the land in and surrounding the Flowage has never been for sale – that's why so many resorts are located in a relatively small area.

Other historic resort owners reputed to have logged in the area previously include Art Schmidt and Joe Miller.

Joe Miller's Cottages, Miller Road. *This resort has not only had the same name; it has been run by the same family since 1940. Joe Miller, a former Butternut farmer and longtime Flowage fisherman, started to clear this property in 1939. Winters he spent in the woods cutting logs, which he later cut into lumber, to build his cabins, outhouses and his own house. Miller built everything himself, with the assistance from his daughter and son-in-law, Millie and Wally Klaess, using basic woodworking tools, and working only from a design in his head. When his resort opened, Miller had five cottages, a house and several smaller buildings – all the works of his own hands. For many hopeful resort owners during the Depression and World War II, this kind of versatility was useful, if not necessary, for starting a resort with what little money you probably had available. Miller died in 1993, at the age of 90, still active in running the resort he built.*

Hiawatha Resort, Hiawatha Road. *Originally known as Art Schmidt's Muskellunge Camp, this resort is the oldest, and one of the largest, on the west side of the Flowage. A former logger, Schmidt apparently saw the resort potential quite early. In a 1938 publication, his was the only resort listed on this side of the Flowage; and was described as being 17 miles from the Mercer depot. Of course, that is likely to have been a rough 17 miles – the road that later became County Highway FF was only put in as a fire lane in 1931. By 1943, Schmidt became the only resort in the area with a telephone, possibly a remnant of the Roddis Line's private phone system.*

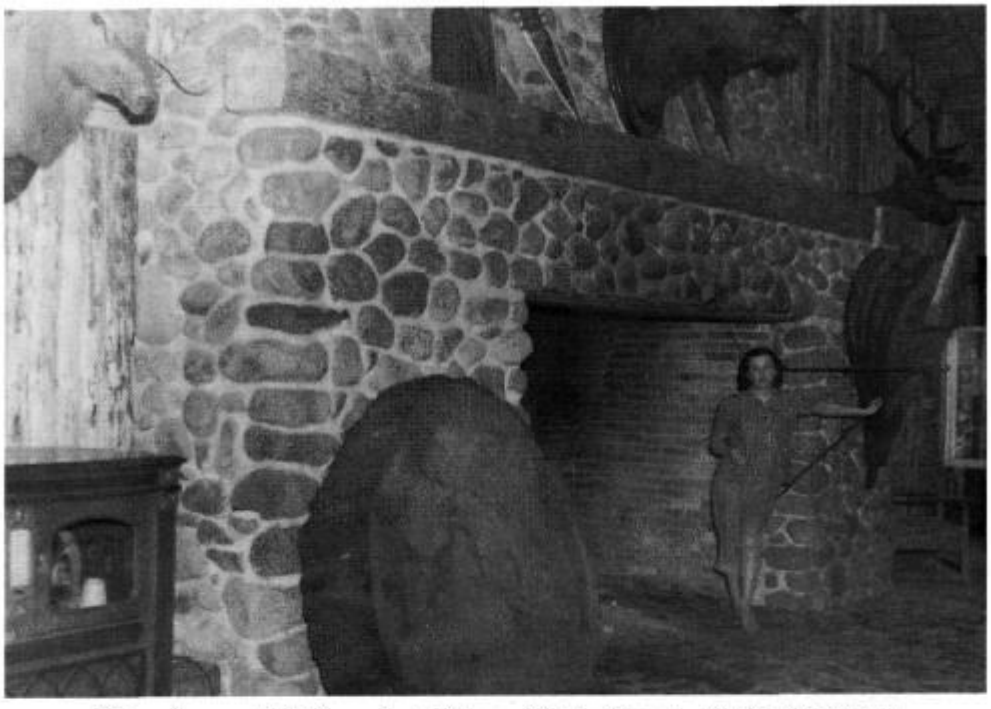
Other loggers-turned-resort-owners included the Russell brothers.

Voyageur Inn, Lake of the Falls. *Like many resort owners, the Russell brothers juggled more than one trade. In 1928, Alfred & Edwin Russell purchased a large tract of land, including this resort's location, with the intent of pursuing what was still one of Iron County's biggest industries – lumbering. A decline in demand for timber during the first years of the Depression seems to have encouraged them to find a new outlet for their timber, and by 1938 they had a summer resort with 9 cabins and a small log bar. The current lodge building was constructed in 1946, just after the Russells sold the resort.*

A contemporary architect writing a builder's manual in the late 1920s, articulated the expectations held by North Woods visitors: "For one may assume,



Cabin on Voyager Inn property. (author)



Fireplace at Whispering Pines Girls Camp, 1925. (author)

surely, that you are building of logs?... In a forest environment there is only one material to use. A log cabin has the Topsy aspect of having 'jest growed.'" At lease with regard to aesthetics, some approximation of the "Rustic" style appears to have been expected, if not demanded, by North Woods vacationers. The power of this image is so strong that, even in 1997, many of Iron County's newer resorts and vacation homes still employ such rustic design features as imitation log siding and earth tone paints.

A good example of this rustic style, surveyed as part of this project is:

> ***Idle Shores Resort, O'Meara Road.*** *This resort, with its excellent rustic style cabins and outbuildings, looks almost exactly like it did when it was built nearly 60 years ago, H.L. Boyington, member of one of Hurley's prominent families, built this resort in 1942. He started small, with 5 cabins, none of which had indoor plumbing. Within two years his resort had doubled in size to 10 cabins, two of which had indoor baths. All of the cabins are made of cedar logs; the smaller buildings, including the outhouses, are made of log slabs toenailed together at the corners. Slab construction had many advantages for the resort owner: the slabs could be made quickly from lumber nearby, they required little of the careful fitting needed with notched logs, and they reinforced the "Rustic" appearance that was part of the cabin resort's attraction.*



Cabin at Idle Shores Resort, O'Meara Road. (author)

The resort and associated food and entertainment industries began to flourish extensively in the 1930s, when the onset of the Depression and the widespread availability of automobiles led to demand for auto-oriented, inexpensive travel options, such as housekeeping cabins. By 1996, tourism had become one of Iron County's largest sources of employment and income, creating 876 full time equivalent jobs and generating nearly 38 million dollars in visitor expenditures. Sophisticated county promotional materials feature amenities for hunters, fishers, snowmobilers and heritage tourism visitors, among others, in virtually every portion of the county.

You can't look at the history of tourism in Iron County without also examining the history of logging and abundant forest resources that the area has to offer. The loggers opened up new territory to development. Their paths were initially used to provide access to a wilderness paradise and, in modern day tourism, they guide outdoor enthusiasts through the woods on their favorite toys. The forest, lakes and wilderness experience continues to be a sought commodity and the supply is decreasing with the demand increasing. Our county and industrial forests, through the proper management available today, will continue to be a major attraction as urban sprawl encroaches on rural America and city dwellers look for a temporary escape.

The Transition from Logging Camp to Resort

By Paul Brenner

I have been asked to give this talk on how the early logging and tourist industries developed at the same time. I can think of no better area to talk about than Boulder Junction Township where I have lived the past 50 years. It is the headwaters of the Chippewa River system and had large stands of red and white pine. Where the soil was heavier, there were also good stands of hard woods. The township also has over 200 lake within ten miles of the town, and it is still one of the top fishing areas in Wisconsin.

In 1911, Boulder Junction also became the headquarters of the Northern Highland State Forest, the first and largest state forest in Wisconsin.

There no doubt were a few fishermen and hunters that came to the area before 1880. However, neither the logging nor the tourist industry really got started before the Northwestern Railroad and the Chicago, Milwaukee, St. Paul and Pacific Railroad got to the Woodruff and Minocqua areas in the late 1880s. It was then practical for the logging companies to haul their supplies into the area by wagon or sleigh to build the camps and logging dams that were needed. It was also possible for the tourists to start coming to the resorts and private estates that were being built in the area.

The first major logging companies in the area were the Mississippi River Logging Co., the Chippewa Lumber and Boom, the Dells Lumber Co. and Laird Norton. The "Manitowish" dam near the present town of Manitowish Waters was built in 1892. The "Boulder Lake" dam and the "Fishtrap Flowage" dam were probably built the same year, but I cannot find any official records for these two. For the next ten years, these companies and a few others logged mostly the pine roughly within five miles of the Manitowish River and its tributaries. These logs were being floated down the rivers, most likely all the way to the Eau Claire area.

In 1895, the Milwaukee Railroad extended its line from Minocqua northeast through Woodruff to Arbor Vitae, where there was a large sawmill, then through Sayner and on to Star Lake, where the Williams & Salsich sawmill was located. In 1903, it ran its line northwest through Cutler Junction to Boulder Junction. In 1905, it extended that line to Buswell where the Buswell Manufacturing Co. had a small sawmill on the southwest corner of Papoose Lake.

Also in 1905, the Yawkey Bissell Lumber Co. of Hazelhurst, with the cooperation of the Milwaukee Road, ran a line from Velasco Junction, which was just west of Arbor Vitae, north along the east shore of South Trout and North Trout Lakes, ending about one-half mile north of North Trout. In 1913, when most of the logging was done around Trout Lake, the Milwaukee Road bought that line from the Yawkey Bissell Lumber Co. and extended it north another one mile or so to Cutler Junction. After that, they had a much shorter route to Boulder Junction.

A number of stations were built on this line, including two stops on Trout Lake and one stop each in Boulder Junction, Oxley, Rice Creek, Big Lake and Papoose

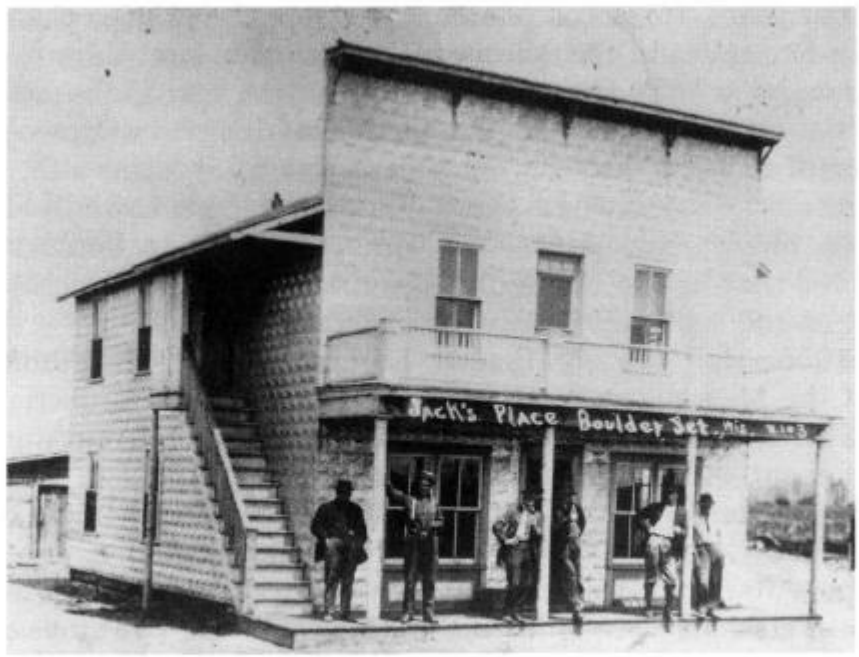


Cutler Junction, about 1912. (author)

Junction, ending at the mill in Buswell.

A forest fire in 1910 burned the Buswell mill and a few years later, the town was renamed Papoose.

Other logging companies in the area that either had their own connecting railroads or had contracts with the Milwaukee Road to haul their logs were Brooks and Ross, the Wright Lumber Co., C.A. Goodyear Lumber Co., A.H. Stang Lumber Co., and a few others. The last load of logs went through Boulder Junction in 1928,



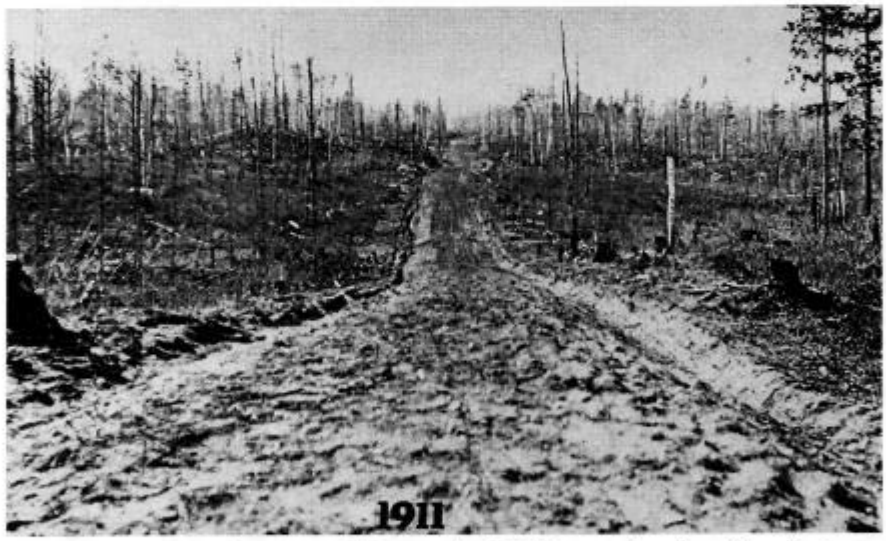
Pacquettes Saloon and Hotel, Boulder Junction, about 1912. (author)

and the line was pulled out in 1931.

All these miles of tracks opened up a large area to the tourists. As early as 1888, John Manns started a small hotel in Minocqua. Within two years, thinking that the area was getting too crowded, he bought a mile of frontage on South Trout Lake. He built a resort called "The Manitowish," even having a post office there called "Reynolds" from 1891-1895. In 1915 or 1916, he sold the resort to Dan Cardinal, whose family runs it to this day.

Other early resorts in the Boulder Junction area were Abe LaFave's resort on an island in Island Lake – 1888; Coon's "Franklin Lodge" on South Trout Lake – 1892; Goff's resort on Big Crooked Lake – 1892; "Rocky Reef" resort on South Trout Lake – 1895; Oxley's "Camp McKinley" on Wolf Lake – 1898; Blaisdell's High Lake Resort – 1890s; and Rabbit's Foot Resort on Boulder Lake – 1903. All of these resorts were American Plan with some early rates listed at $1 per day.

By 1902, the Dells Lumber Co. was done logging in the Vilas County area and sold most of their land to the Home Investment Co. of Stevens Point. It went through a number of court cases and different owners but in 1907, the land – at least in the Boulder Junction area – was sold by the Blue Grass Land Co. to John Nichols and Ervin Frissell. Their main office was in the Minneapolis area. The Blue Grass Land Co. had built a hotel and office at Oxley two years earlier, a stop on the Milwaukee Road track about 2½ miles west of Boulder Junction. They probably sold some land, but it was Nichols and Frissell from about 1910-1920 who



County Road, 1911. (Wisconsin DNR, author's collection)

talked most of the early Boulder Junction families into leaving Minneapolis and trying farming here. With the sandy soil and a very short growing season, they found out that they could not make a living at farming. Some gave up and left; others found work with the American Plan resorts and estates as service personnel or guides. Some worked in the logging industry until that ended about 1928, and others worked for the county or state governments.

Many of them also built up small housekeeping resorts, because it was at that time that the roads from Milwaukee and Chicago became good enough to make the trip up by automobile in one day. There were probably about fifty of these small resorts in this area, but almost all of them now have been subdivided, and year around homes have taken their place.

Oliver Goff and John Oxley built a small resort on the north shore of Big Crooked Lake between 1892-1898. In 1906, the land and buildings were sold to the A.B. Dick family. Albert Dick was part of the Edison-Dick Mimeograph Co. of Chicago. He built the estate up to 1,500 acres by buying additional land from the Dells Lumber Co. He also built a large number of buildings, including a number of guest cottages, a large dining hall and a library. In 1925, the Dairymen's Country Club bought the 1,500 acres from him and has now built it up to over 6,000 acres. In addition to the spring-through-fall seasons, they now keep the club open for members for cross-country skiing and other winter recreation sports. Many local families have worked at both Dick's and Dairymen's over the years.

Paul Ledusere was working for the Mississippi River Logging Co. In 1903, he acquired a homestead, probably with the help of that company, on the south shore of Boulder Lake. After the company was done cutting the area, he built Rabbit's Foot resort on the land. In 1907, he sold half interest to Dennis Paquette and in 1911, he sold him the other half interest.

In 1919, Dennis Paquette sold the land and buildings to the Wisconsin YMCA. They now have two groups of boys and one group of girls going through the camp program each summer. They also have a winter program.

Most people do not realize how much the Wisconsin Conservation Department, now the Wisconsin Department of Natural Resources (DNR) has helped out with both the tourist and logging industries. In Boulder Junction Township, the State of Wisconsin bought the first 662 acres of land in 1907 for the start of the Northern



Wisconsin DNR headquarters at Trout Lake; built in 1911. (author)

Highlands State Forest. By 1912, they had bought an additional 27,000 acres, most of it cut over land from various logging companies. By 1993, they owned 39,714 acres or 78.51% of the land area in the township. By 1996, the combined Northern Highland and American Legion State Forests consisted of 222,000-plus acres in Vilas, Oneida and Iron Counties.

The headquarters for the forest for a long time was at Trout Lake. Starting in 1911, it set up a number of fire towers and ranger stations and built roads and phone lines to connect them with the main office. In the same year, they started the first state tree nursery, which stayed open until the mid-1950s. It raised



Wisconsin Conservation Department nursery at Trout Lake about 1916. (author)

millions of trees to replant not only their own land, but also to sell to the public.

It planted the first state pine plantation in 1911, using Norway and Ponderosa pine and Norway spruce bought from the University of Michigan. This plantation is at the present site of a state campground on North Trout Lake. The first trees raised at Trout Lake were planted at Star Lake in 1913. Later, two one-acre plots were set up under the supervision of forester Fred Wilson. Over the years, records have been kept tracking the diameter and height of each tree and the volume cut on the one plot, as well as what was happening on the uncut plot.

Trout Lake was also the site of the first forest fire patrol by air. Jack Vilas, of Chicago, in 1915 brought up his Curtis Hydro Aeroplane to Trout Lake by train. During that summer, he made a number of flights with personnel from the Trout Lake station. Mr. Vilas was also the first man to fly a plane across Lake Michigan.

Trout Lake was also the site of the first elk herd to be seen in Wisconsin since the last wild elk was shot years earlier. For many years, they were kept in a large fenced in area east of Trout Lake and northwest of Allequash Lake. Sometime in the late 1930s or early 1940s, the fence was taken down. The elk herd roamed the

area until the mid-1950s, when the last of them was either shot or hit by a car.

From 1913 on, there were many acres of pine planted each year on state land by state employees. Some of the plantations I helped plant in the late 1940s and early 1950s have already been thinned at least once. Planting continues to this day, but now it is contracted out to the lowest bidder.

When the CCC camp was built in the 1930s on the east shore of White Sand Lake, large tracts were planted each spring. The CCC camp was closed because of World War II. After the war, the property was used by the Region 7 Boy Scouts as a canoe base for about 25 years. Each year, hundreds of scouts camped in the area. The stumpage sold by the state from timber sales here averaged about $700,000 for each of the past five years.

Possibly as early as 1911, the Wisconsin Conservation Department started to lease land on the forest. I do not know how many leases were in Boulder Junction township, but on Big Lake, alone, there were at least four. Two were private homes, the other two became housekeeping resorts.

Government Lot 1 S20-T42N-R7E, which is now the main business area in Boulder Junction, was leased to Dennis Paquette either in 1911 or 1912. By 1912, he had built the first building in town, a bar and hotel. It is still standing and is now called "George's." In the 1930s, the entire Government Lot 1 was traded to him for the NWNE S19-T42N-R7E, about 3/4 mile west of town on Highway K. It is the site of Boulder Junction's Cemetery of the Pines.

There surely were campers and fishermen staying on state land in the early years. With a large pool of labor available from the CCC camps in the 1930s, the beginnings of the present 18 major campgrounds on the Northern Highland American Legion State Forest were underway, and fees were beginning to be collected. In the early years, there were just wells, toilets and tables; but now, some of the campgrounds have more modern conveniences.

In 1947, I helped P. A. McDonald, one of the first state rangers, to locate and set up some of the 100+ canoe campsites on the forest. No fee is charged but camping is limited to one night at any one site. A few years later, I set up several wilderness campsites. These are similar to canoe sites but a permit has to be purchased ahead of time and camping for a longer period of time is permitted.

About the same time, a few group campsites were set up to accommodate larger groups that wanted to camp together. In 1996, the Department of Natural Resources said that there were approximately 228,430 camper days on the combined forests, which produced $572,000 of recreation revenue.

In addition to campgrounds, the state has developed nature, hiking, biking, cross-country ski and snowmobile trails. Most lakes on the combined forests where state land is available have boat landings. They also have developed nature programs for the tourists.

The Human Side

By Joyce Laabs

We are all familiar with what happened to the forests of Northern Wisconsin as the logging operations moved in, ravaged the land and left the area.

But what of the hundreds of people whose livelihood had depended on the logging industry.

I would like to speak to that this afternoon.

Many workers moved on with the logging companies, following them to the next operation. Others stayed in the area and coped as best they could. Some made it, some didn't.

I want to tell you a little bit about three families of the Northwoods who opted to stay in the area and were successful.

Chris Michelson arrived in America from his native Denmark at the age of 12. His entire life had been spent in the logging camps of the area, working first as a cook's helper and then a logger.

In 1895 he opened his own logging operation in the Harshaw-Goodnow area.

In 1912, when the era of logging effectively ended in that area, Michelson was 44 years old and all he knew was logging. He traveled to Canada to scout sites for another logging operation, but when he arrived it was 60 below and he turned around and came home, feeling he would rather cope with the cold in Northern Wisconsin.

He decided to take a chance on farming, really the only feasible occupation open to those remaining when logging moved out. But Michelson decided to specialize, deciding that potatoes were probably the only crop that showed promise.

He had been frugal and saved his money, so was able to purchase a little over 1,000 acres in Hazelhurst. He immediately moved in his logging crews to clear the land. Not an easy job. The stumps five, 10, even 15 feet across were everywhere, and where there weren't stumps there were slashings. He put 300 sheep on the land to feed, this was to keep the stumps from reviving until they could be pulled.

As they had cleared the land, the pine stumps were piled several feet high, waiting to be burned off on still nights.

Finally a 15 acre parcel was cleared, fenced and ready for planting.

Everything was planted and harvested by hand. Each August Flambeau Indians were hired to help pick the crop. They camped out right on the field. They picked the potatoes, put them in bushel crates and then hauled them by team and wagon to railroad cars, where they were dumped loose in piles four to five feet high. Each car held 600-700 bushels. They were packed as quickly as possible, and then were on their way to Chicago.

The Michelson children helped load the railroad cars. Then the government required the potatoes to be bagged in 150 lb. bags for the shipping. Each bag cost 7 cents and when filled were a heavy load for a child to get on the train, but they did it. Eventually the government dropped the requirement to 100 pound bags, and it seemed much easier to load. Then the government said the potatoes must be graded. Michelson bought a grading machine and they graded them right at the

tracks. Each time the government came up, the margin of profit kept getting slimmer, but they survived.

In 1932, three of the Michelson boys bought out their father, cleared another 80 acres and expanded the operation.

During World War II, German prisoners of war were sent to a camp in Rhinelander and they helped with the potato harvest. Natives of Barbados also helped with the crops during the war.

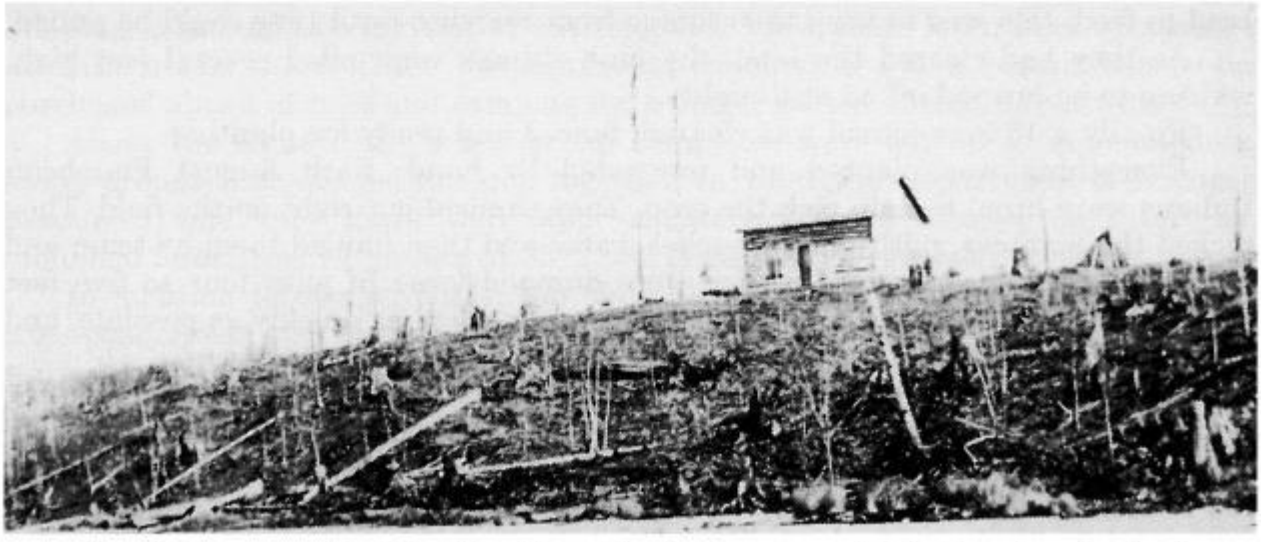
There were up and down years on the Michelson potato farm. In 1936 there was a drought and the crop was a failure. In 1937 there were tremendous rains, seven inches in four hours. It accumulated in the low lying areas on the field, and one evening it took out some 20 cords of rocks in the retaining wall. The rocks, along with trees, some more than three feet in diameter, all went plunging down into Upper Kaubashine Lake. An acre of the delta and some farm equipment just disappeared, but the crop was saved.

Most farmers just gave it all up in the 30s. Michelsons made it through the 30s, but as they entered the 40s, raising potatoes became less and less profitable. In 1946 they sold out to a younger brother. He raised cattle for a couple of years and then let the land lie dormant. It was later sold and today it is a ranch.

This was one of the few successful farming stories. The Michelson's had nine children to help with the work, and they worked around the clock at times, but they survived.

Another family that stayed and survived was the family of Tug and Cora Spencer.

They arrive in Presque Isle, (then called Fosterville, then named Winegar in 1910, and finally Presque Isle) in 1908 as newlyweds, and they survived by serving the loggers... serving them moonshine.



A typical acreage that the Blue Grass Land Company sold for farming. (author)

Tug worked as a section foreman for the Chicago, Northwestern Railroad. In 1908 there were only six houses in town, so the railroad moved in two freight cars, placed them at the end of the track, near a spring and that was Tug and Cora's first home.

It was a company town, owned by the Vilas County Lumber Company. They supplied the electricity which was turned off at 11 p.m. each evening. They also sold water to the residents, 25 cents a barrel.

Eventually Tug and Cora were able to get their own farm. It had a big house and two barns. The lower barn was divided into two sections, one end for cows, and the other filled with double bunks for the lumberjacks.

Well, Cora pulled out the old family recipes for moonshine and went into business. She soon gained the reputation of making the best moonshine around. When I interviewed her she said:

"Those boys would come in and buy my moonshine and go down to the lower barn to drink. They could lie in bed and drink all they wanted and then sleep it off. They were wonderful fellows, all good boys. If you were good to them and were in need, they would give you the last dollar they had. They gave my children wonderful gifts at Christmas and were always good to them."

Cora said she loved to make moonshine. She cooked the mash in a big copper kettle, added sugar and then put the liquid in charcoal barrels to ferment.

Hiding the barrels from the revenuers was the real problem. They either rolled them into the cornfields or the swamp. According to Cora, once the revenuers caught them. They came and arrested Tug, but they didn't smash any of her equipment. Instead, they took 20 gallons of her moonshine and fined Tug. She always felt the reason they didn't smash her equipment was because they wanted more of her moonshine.

In addition to her moonshining, the Spencers had a garden and she and the children worked right in the fields. They grew corn and potatoes, raised chickens, hogs and cows. She made her own butter, and was one of the first in the area to grow ginseng. This was her cash crop, sold for medicine.

She made all her children's clothing. The only thing they spent money on was staples, flour, sugar and the materials for the clothing.

When the Vilas Lumber Company went out they sold their holdings to Elmore & Howard, Chicago real estate developers. They came in and sold many of the homes to the occupants.

The town of 1,000 occupants dwindled to 300.

Cora and her family remained and lived to see it survive.

The Michael Froelich family arrived in Minocqua in 1898 and when homesteads were made available in Vilas County in 1900, he homesteaded 95 acres on Lost Lake, outside of Sayner.

Homesteading required that they live on the land for part of the year for the next seven years before he could file. Michael Froelich did this, moving the family, which included five children to the homestead every spring and returning to Minocqua every fall.

Froelich removed all the stumps from the land to start the garden he needed to feed his family and then began to build a resort.

After seven years, when he took possession of the land and moved the family to Lost Lake, he had completed a main lodge and three guest cottages of the resort and now began to build his family home.

According to Kunie Froehlich, whom I interviewed in 1977, the loggers began moving out of the area in the early 1900s, and were mostly gone by 1912. Then the Blue Grass Land Company of Kentucky moved in and bought up most of the land for resale for farming.

They sold much of it out of state, advertising it as wonderful farming land, never mentioning the acreage was covered with huge stumps and cuttings that would have to be removed before it would be tillable.

They even developed a small community and named it Farmington, hoping that would help lure the farmers north. This community would later be renamed St. Germain.

Michael Froehlich, sensing the changes, decided to build a store in Sayner to meet the needs of the new residents. It would be the second building in the community, the first being a depot. Before he could complete it, the Blue Grass company came in, built right across the street and opened a store.

Froelich converted his building to a tavern and boarding house, opened it in 1913, and it became a successful operation. Actually, this was a lucky stroke. They had eight rooms upstairs which they filled with traveling salesmen, summer residents who stayed with them until they had their cabins opened and the parents of young people who were vacationing at the campgrounds and didn't want to "rough it."

At one point they leased out the tavern because they could not get a liquor license. However the man they leased it to ran such a wild place that town officials told Froehlich that if he could come back and take over they would issue the liquor license. He did.

They had slot machines in the tavern, a fair and square operation according to Kunie. Then the syndicate moved in, put slots everywhere in town and regulated the payoff.

Some didn't make it as easily as those I've told you about. George Bayer Jr. came to Arbor Vitae in 1894 to work in the Brooks and Ross operation. He married in 1897 when he was 22. His wife, Maude, was 14. They had 13 children. George worked as brakeman on the Brooks and Ross log trains until 1901.

He homesteaded 80 acres, and worked for years to clear the land, finally getting 55 acres under cultivation and raising cattle.

All the children helped with the farming. The girls helped with baking, they picked berries for canning, killed deer for venison, hunted deer and fowl, raised chickens, fished a great deal, made ice and wood in winter to sell, sold veggies from the farm in summer and they made it.

Only the youngest of the 13 children was able to finish school and go on to college.

One group was thinking of conservation as early as 1923. A new company, Baker, Bullock and Sanders founded the first camp for boys on 1,700 acres of land east of Winchester. They name it Camp Mishike and its creed was "To practice forestry in all its phases." The boys also toured Vilas county by canoe, some 300 miles. They planted 12,000 Norway and White pines and cleared seven acres of rough cut over land for planting and established a forest nursery. Long before the days of the CCC.

IXL - A Case History of Forest History and Tourism

By Mary M. Earle

Editor's Note: All speakers have always been requested at the time they were first approached to be part of the FHAW annual members meeting to prepare and submit a written paper for subsequent publication in the Association's "Proceedings" of the meeting. Appropriate photos to illustrate the article were also required. Ms. Earle chose to ignore repeated requests in that regard. We regret that we can provide our readers with only the following brief summary of her slide presentation based on notes taken at the time of her talk. Readers who would like more details about the IXL saga may send their inquiries to FHAW's Secretary, who will then forward them to Ms. Earle's last known address for her attention and response.

Ms. Earle's ancestors left Germany in 1848. After settling in Fond du Lac, Charles Ludwig Myer started the Wisconsin Land and Lumber Company, manufacturing windows, sashes and blinds. His business became quite successful but increased even more after the great Chicago fire in 1871. He created the company's logo and slogan of "Not cheaper but better."

Mr. Myer's daughter, Emma, married a Dr. Earle in Fond du Lac in 1887. To that union, two children were born; the younger proved to be the speaker's grandfather. The Earles came to Hermansville, Michigan in 1890, where Mr. Myer had relocated his business as part of the company's expansion. Although the financial panic of 1892 also adversely affected the business, it managed to survive the crisis. When the elder Myer died in 1911, Dr. Earle took it over and eventually developed it into the top flooring manufacturing company in the United States, then becoming known as the IXL Company.

During the early 1900s, Dr. Earle managed to buy 22,000 acres of timberlands in the area around Blaney Park, then just a lumber town. After Dr. Earle died in 1923, his two children continued operating the IXL Company. However, in 1927 they decided to create a "natural community" type resort on their Blaney tract. It was an active and widely known recreational center until Mary Earle's grandfather decided to sell it in 1962. After 3 years of passive management, it was sold in 1965. When the new owners again failed to make it a successful enterprise, it was again sold. The facilities then gradually deteriorated to the point when the entire property was subdivided into small parcels and sold piecemeal during the 1980s.

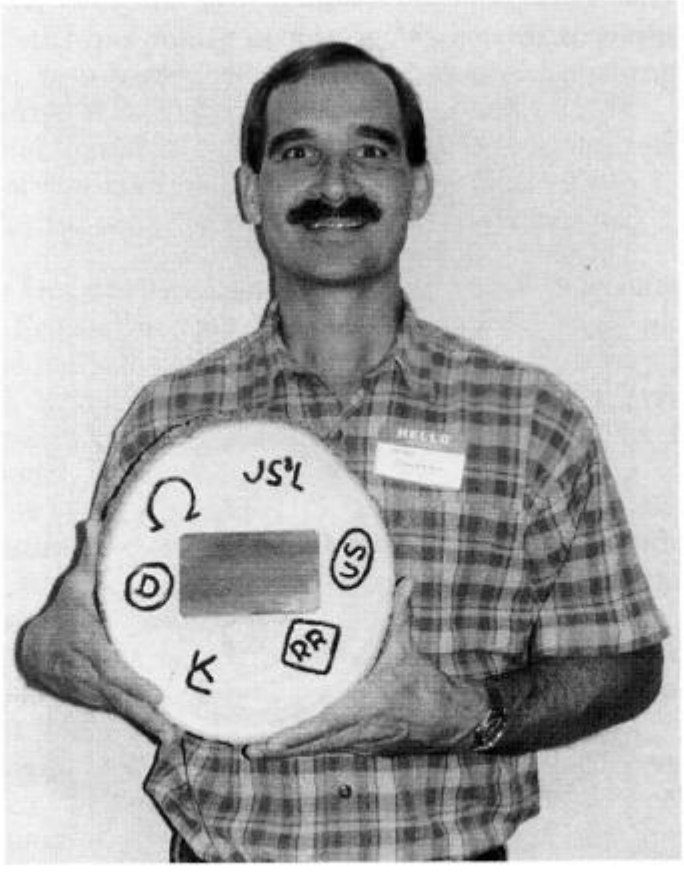
The symbol IXL lives on in the *IXL Creative* consulting firm headed by Mary Margaret Earle in Marquette, Michigan.

Citation for Distinguished Service – 1997
Mike Sohasky

Since Mike Sohasky joined the Forest History Association of Wisconsin fifteen years ago, he has contributed to the success of our organization in many ways – as a member of the board of directors since 1988, as co-chair of the Student Scholarship Committee since 1988, as auctioneer at our annual meetings since 1991, as president from 1991 to 1993, as coordinator for our 17th Annual Meeting, as master of ceremonies at our 18th Annual Meeting, and as speaker at our 13th Annual Meeting.

Mike also served as president of the Wisconsin County Forest Administrators Association from 1991 to 1993 and in 1994 his book, *Wisconsin's County Forests – Conflict Over Indian Timber Rights*, was published. It examined Chippewa Indian treaty rights and the controversy over their commercial harvesting of timber on county forests.

For his continued service to our organization and his efforts to preserve Wisconsin's forest history, we are pleased to present Mike Sohasky the FHAW Distinguished Service Award to an Individual for 1997.



Citation for Distinguished Service – 1997
U. S. Forest Service

The U.S. Forest Service has contributed to the preservation of the history of the Nicolet-Chequamegon Forests and surrounding area in many ways. It has signed historic sites such as CCC camps, logging railroads, fire towers, and logging camps. It has conducted cultural resources surveys that have disclosed hundreds of lumbering-related sites, and has undertaken the archaeological excavation of the sites of a number of logging camps that operated between the late 1860s and early 1920s. It has developed auto/walking tours of historic sites on the forests. It has cooperated with FHAW in the publication of the "History of the Nicolet National Forest" and with the Price County Historical Society in the restoration of the Round Lake Logging Dam. It assisted FHAW with the development of a traveling display on the archaeology of the Sherry and Gerry logging camp. Forest Service employees, like Mark Bruhy, Cindi Stiles and Kim Potarcke, have educated the public about forest history through their public presentations. While by no means complete, these examples suggest the numerous and varied ways that the U.S. Forest Service has helped preserve the Nicolet's and Chequamegon's forest history.

Accepting the award on behalf of the Forest Service is Mark Bruhy, Nicolet-Chequamegon National Forests archaeologist, who has been personally involved in many of these activities.



Wisconsin Hall of Fame Induction Ceremony

Remarks by Tom Rausch, Chair, Wisconsin Forestry Hall of Fame Committee, at the induction of Frank Fixmer into the Hall of Fame at Woodruff on Saturday, October 4th, 1997:

Good evening.

It is a pleasure for me to be here tonight to use a portion of your fall meeting to induct one of your members into the Wisconsin Forestry Hall of Fame.

The Hall of Fame was organized in 1983 to recognize those individuals who have made significant contributions to the practice and progress of forestry in Wisconsin. The overall leadership and direction of the Hall of Fame is provided by the Wisconsin Society of American Foresters.

Presently, there are 29 inductees and with the induction tonight we will have 30 members – professional foresters, non-professionals, industrial leaders, educators and others from related fields.

The Hall of Fame committee consists of members from ten state organizations, groups, educational institutions and government agencies – one of which is the Wisconsin Forest History Association represented so ably by Don Lambrecht.

Each member organization is eligible to submit a nominee each year and the entire membership votes on each nominee and those, meeting the eligibility requirements are selected for induction, at a meeting of the nominee's organization.

The committee still has many people in Wisconsin to nominate as there were and are many great people who have dedicated their working careers, time and talents for the betterment of our state and its forests.

It gives me great personal pleasure to ask Don Lambrecht to now continue with the induction of the Hall of Fame candidate for 1997.

Thank you again for making this induction possible.

Frank Fixmer – Induction into the Wisconsin Forestry Hall of Fame

Having known Frank for over 40 years, it is with great pleasure that I make this presentation for his induction into the Wisconsin Forestry Hall of Fame. After graduating from the New York State College of Forestry at Syracuse University in 1933 with a degree in forestry, Frank spent 45 years in federal, state, and industrial employment.

From 1933-38 he was with the U.S. Forest Service in its CCC program and while on special assignment to the Forest Supervisor's office in Rhinelander, helped to develop timber stand improvement and reforestation plans for the Nicolet National Forest.

From there he spent 6 years with the, then, Wisconsin Conservation Department and assisted in the development of the Washburn and Burnett County forests in Northwest Wisconsin.

In 1944 he became Mosinee Paper Company's first Forest Manager, which position he held until his retirement in 1978. During his 34 year tenure, Mosinee's Industrial forest expanded from 4500 to 90,000 acres. While there Frank pioneered

in developing machine tree planting, conversion of scrub oak stands to jack and red pine, spot site preparation instead of furrowing, and many other innovative forest management practices.

Frank's contribution to forestry has been recognized by many awards.

He was the recipient of a Resolution of Appreciation from the Wisconsin Natural Resources Board for his services on the Wisconsin Forestry Advisory Committee in 1973 and the Distinguished Service Award from the Wisconsin Tree Farm Committee in 1978.

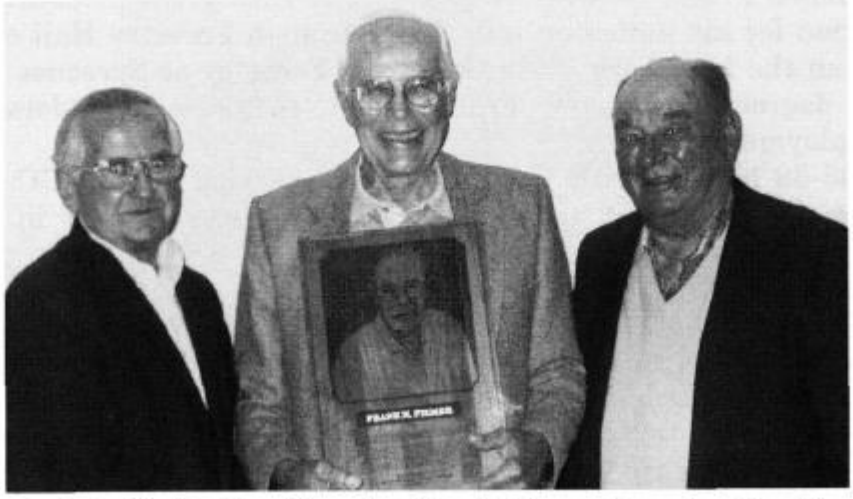
He was recognized by our Forest History Association with our Distinguished Service Award in 1980. He received the John Macon Award from the Wisconsin Society of American Foresters in 1983 and in 1984 was elected a Fellow by the national SAF of which he had been a member since 1935.

From the beginning, and continuing today, Frank has been very active in forest related associations. He was a charter member in 1954 of the Wisconsin Tree Farm committee and was a co-founder of the Wisconsin Woodland Owners Association.

As a member of the Wisconsin Forest Advisory Committee and the Forest Pest Control Committee, Frank assisted in initiating the first statewide forest inventory in 1957 and in drafting the Forest Pest Control Act that became law in 1958. He participated in a three person ad hoc committee that initiated the organization of the Wisconsin Forestry Hall of Fame by its nine sponsoring organizations in 1975-76.

Frank was a co-founder of our Forest History Association of Wisconsin at its inception in 1976. He served as its Secretary-Treasurer for 20 years and continues as Executive Secretary today. For all these years his dedication to this organization has been inspirational to those on the Board of Directors and his fellow members in the organization.

So on behalf of the Wisconsin Forestry Hall of Fame Committee I am honored to award this plaque to Frank Fixmer, recognizing his contribution to the field of Wisconsin Forestry with his induction into the Wisconsin Forestry Hall of Fame.



Left to Right: Tom Rausch, Frank Fixmer, Don Lambrecht.

CITATION

FRANK N. FIXMER
1913 –

FRANK FIXMER IS RECOGNIZED FOR 45 YEARS OF SERVICE AS A PUBLIC AND INDUSTRIAL PROFESSIONAL FORESTER. HE WORKED WITH THE CCC PROGRAM FROM 1933-38; WITH THE WISCONSIN CONSERVATION DEPARTMENT FROM 1938-44; AND AS THE FIRST FOREST MANAGER FOR THE MOSINEE PAPER CORPORATION FROM 1944-78. AS MOSINEE FORESTER, HE PIONEERED MACHINE TREE PLANTING, CONVERSION OF SCRUB OAK SITES TO PINE AND THE FIRST AERIAL APPLICATION OF INSECTICIDES BY AN INDUSTRIAL OWNER. MR. FIXMER SERVED ON THE WISCONSIN TREE FARM COMMITTEE; WAS A CO-FOUNDER AND DIRECTOR OF THE WISCONSIN WOODLAND OWNERS ASSOCIATION AND A CO-FOUNDER OF THE FOREST HISTORY ASSOCIATION OF WISCONSIN IN 1976 WHERE HE CONTINUED AS EXECUTIVE SECRETARY. HE SERVED ON THE CONSERVATION COMMISSION FORESTRY AND FOREST PEST CONTROL ADVISORY COMMITTEES (1957-72), ASSISTING IN THE DRAFTING OF THE FOREST PEST CONTROL ACT OF 1958. HE HAS RECEIVED NUMEROUS AWARDS - ELECTED A SAF FELLOW, THE TREE FARM AND FOREST HISTORY DISTINGUISHED SERVICE AWARDS, AND THE SAF JOHN MACON AWARD. INDUCTED INTO THE WISCONSIN FORESTRY HALL OF FAME, OCTOBER 4, 1997.

Minutes of
Annual Business Meeting of Members
October 4, 1997

President Lambrecht convened the meeting at 2:15 p.m. with approximately 22 members present.

A reading of the minutes of September 28, 1996 was dispensed with in view of the fact that they had been published in The Annual Proceedings for 1996 and distributed to all members.

President Lambrecht then presented his annual report for the fiscal year ending June 30, 1997, reviewing the activities of the Association and several decisions of the Board of Directors.

Treasurer Bob Brisson followed with his annual financial report, consisting of a statistical summary of operations, cash assets and investments. Following a brief discussion on several aspects of the report, motion was made to accept the report as presented, which was seconded and approved by voice vote.

The annual report of Executive Secretary, Frank Fixmer was then given, in which he covered three main areas of his responsibilities, namely: the travelling exhibit's display during the year, the status of the Association's membership and additions to our reference library at the Area Research Center at U.W.-Stevens Point.

In the absence of Chairman Tom Albrecht of the Nominating Committee, Karl Baumann reported that the committee's slate of nominees was: Fixmer, Lambrecht and Rohe to continue to serve as directors for another two-year term and Carl Theiler of Tomahawk, WI to fill the vacancy of another directorship resulting from the withdrawal of Mike Weckwerth, Merrill, WI, as a candidate for re-election. By proper motion and second, further nominations were closed and the Secretary was instructed to cast a unanimous vote for the foregoing named. Approved by voice vote. Upon proper motion and second to approve the actions of the Board of Directors and its officers during the past fiscal year, a voice vote approved that motion.

President Lambrecht then declared the floor open for discussion by the general membership on any subject of significance. The following were thereupon covered:

1. *Dates of annual members meeting with a majority favoring the first weekend in October. However, that is dependent upon the availability of adequate facilities at the site chosen. A consensus also favored having the meeting's program conducted in the same facility of the site chosen, to improve access and minimize confusion by participants.*

2. *On the need or desirability of increasing Association membership fees, the pros and cons of a $5.00 increase for individuals was discussed at length.*

A majority favored "keeping the membership fee as low as possible" to encourage recruiting new members, as well as retaining current members. The Board of Directors will give further attention to the problem of the current "no growth" membership.

3. *On the apathy of the general membership regarding the development of a theme exhibit on the history of school forests: Experience of some members indicates a considerable drop in interest, state-wide in the management of school forest tracts. However, there are also outstanding examples of active management and the extensive use made of such properties for conservation and environmental education that should be more widely publicized to provide motivation for others. The Board of Directors will follow-up on this matter.*

There being no further topics offered for discussion, the meeting was declared adjourned at 3:20 p.m. by President Lambrecht.

Frank N. Fixmer
Executive Secretary

Annual Report of Executive Secretary

My report for the fiscal year that ended June 30, 1997 is confined to three main areas of my responsibilities: our Association's membership status and problems, its travelling exhibit and its library of reference works on various aspects of forest history.

At the end of the past fiscal year we had lost 12 members, two of them, unfortunately to deaths. Those of us who knew them well will always remember Jacque Vallier and Bill Brener for their very significant contributions to the preservation of forest history. Those 12 losses, however, were offset by the enrollment of 20 new members, so we had a very desirable gain of eight. Nevertheless, that rate of increase in our total membership of approximately 230 is still not one to brag about because it does not represent either adequate or desirable growth; it merely maintains the "status quo." Not to belabor a point I've made in the past, but we need to be concerned with membership retention, as well as membership promotion. That latter effort also needs more emphasis on gaining the support of wood-producing companies and of wood-consuming industries, which has been woefully meager for too many years.

In the area of publicizing our travelling exhibit and making known the existence of our Association and its educational program, we participated in the famed Farm Progress Days near Edgar, WI in July 1996. That was a three-day event that attracted tens of thousands of spectators, a high percentage of which visited our display.

Also in July our photo and artifacts display was at Prentice's Pioneer Days celebration; in September we were at the Wisconsin Michigan Timber Producers Association's 51st Lake States Logging Congress in Green Bay. Then in June of this year we were part of a DNR State Park naturalists workshop. In terms of new memberships, the response to those exposures was minimal but many thousands of viewers became aware of the existence of FHAW and surely must have been appreciative of our program of educating the general public about our forest heritage. One negative note, however, in our travelling exhibit efforts, has been that experienced with regard to the development of a new theme exhibit on the "School Forests of Wisconsin." Despite appeals for brochures, photos and other memorabilia about successful school forest developments, very few have responded and we still lack enough materials for the space available on our six panel display board.

Last, but not least, among the activities of my office was the cataloging of our collection of reference works at the Area Research Center at the University of Wisconsin-Stevens Point. You may recall that this project was completed in the spring of 1996 at a cost of $524.00, involving about 250 volumes. Since then, we have accumulated an additional 38 volumes, mostly by donations from members, authors, and some purchases. Our current fiscal year's budget provides, and arrangements have been made, for cataloging those acquisitions and updating the bibliography of the entire collection. Copies of that revised bibliography will

become available to our general membership in due course, and to other researchers, at a nominal cost. Incidentally, the Area Research Center is also the depository for our archives and other materials that need preservation and accessibility.

In closing, I would like to express my appreciation and thanks to all members of the Board of Directors and other members of the Association who have assisted me in conducting the foregoing activities. As my birthdays seem to arrive faster each year, that help seems to become more important and necessary. I now suggest to all members to think about my replacement in the not too distant future, so that the continuity of the office may be assured in the event that the inevitable should suddenly occur.

Frank N. Fixmer
Executive Secretary

Forest History Association of Wisconsin
Operating Statement 7-1-96 thru 6-30-97

RECEIPTS			
Membership Dues			$3,245.00
Donations - Unrestricted			833.00
Annual Meeting			908.50
Auction			976.00
Sales			266.50
Reinvested Interest Income			1,695.36
	TOTAL		$7,924.36
EXPENSES			
Printing			$4,432.75
Postage/Shipping			1,009.28
Operations			1,528.80
Annual Meeting			973.98
Student Scholarship Award			600.00
	TOTAL		$8,544.81
	DEFICIT		$620.45
CASH ASSETS			
M&I Bank Now Account			$1,202.90
M&I Bank Certificates of Deposit			17,500.00
SmithBarney Money Fund			8,898.91
SmithBarney Federated Utility Fund			18,889.46
	TOTAL		$46,491.27
FUND ALLOCATION			
Capital Funds		Rec'd 96-97	TOTAL
General Operations		$1,955.00	$29,942.03
Memorials		-0-	2,269.00
Scholarship		285.00	3,573.00
Life Membership		-0-	1,900.00
	TOTAL	$2,240.00	$37,684.03
Unrestricted Funds			8,807.24
	TOTAL ALLOCATED		$46,491.27
M&I BANK NOW ACCOUNT			
Beginning Balance 7-1-96			$2,083.35
Add: Deposits and Interest			10,164.36
	TOTAL		12,247.71
Less: Checks and Fees			8,544.81
Transfer to CD			2,500.00
	BALANCE 6-30-97		$1,202.90

Respectfully Submitted,

Bob Brisson

Bob Brisson, Treasurer

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Back Issues of Proceedings

The price for each back issue is $6.00 plus $1.50 postage and handling.
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  "Tanneries and the Hemlock Bark Industry"; "Railroad Logging in Wisconsin"
  "Pulpwood Rafting on Lake Superior"
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  "The Northern Wisconsin Settler Relocation Project"; "The Development of the Wisconsin Paper Industry"
  "The Menominee River Boom Company"
- **6th Annual Proceedings** - 1981
  "History of Logging on the Menominee Indian Reservation"; "Logging Methods in the River, Railroad and Gasoline Eras"
- **7th Annual Proceedings** - 1982
  "The Apostle Islands and the Lumbering Frontier"; "History of Logging in Vilas County, WI"
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  "Historical Development of the Nicolet National Forest"; "Early Days of Trees for Tomorrow"
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  "Logging Camp Subsistence"; "Sherry and Gerry Site"; "Passport in Time"
- **19th Annual Proceedings** - 1994
  "The Edwards: Father and Son"; "T. E. Nash, Friend and Founder"; "The Roddis Family: Their Lumber Operations"
- **20th Annual Proceedings** - 1995
  "Non-Traditional Products of the Forest, Their History and Commercial Development"
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  "The Flambeau River Area's Forest Heritage"



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SAWMILLS AND PIONEER LUMBERMEN OF THE 19TH CENTURY ALONG THE CENTRAL WISCONSIN RIVER"

Proceedings

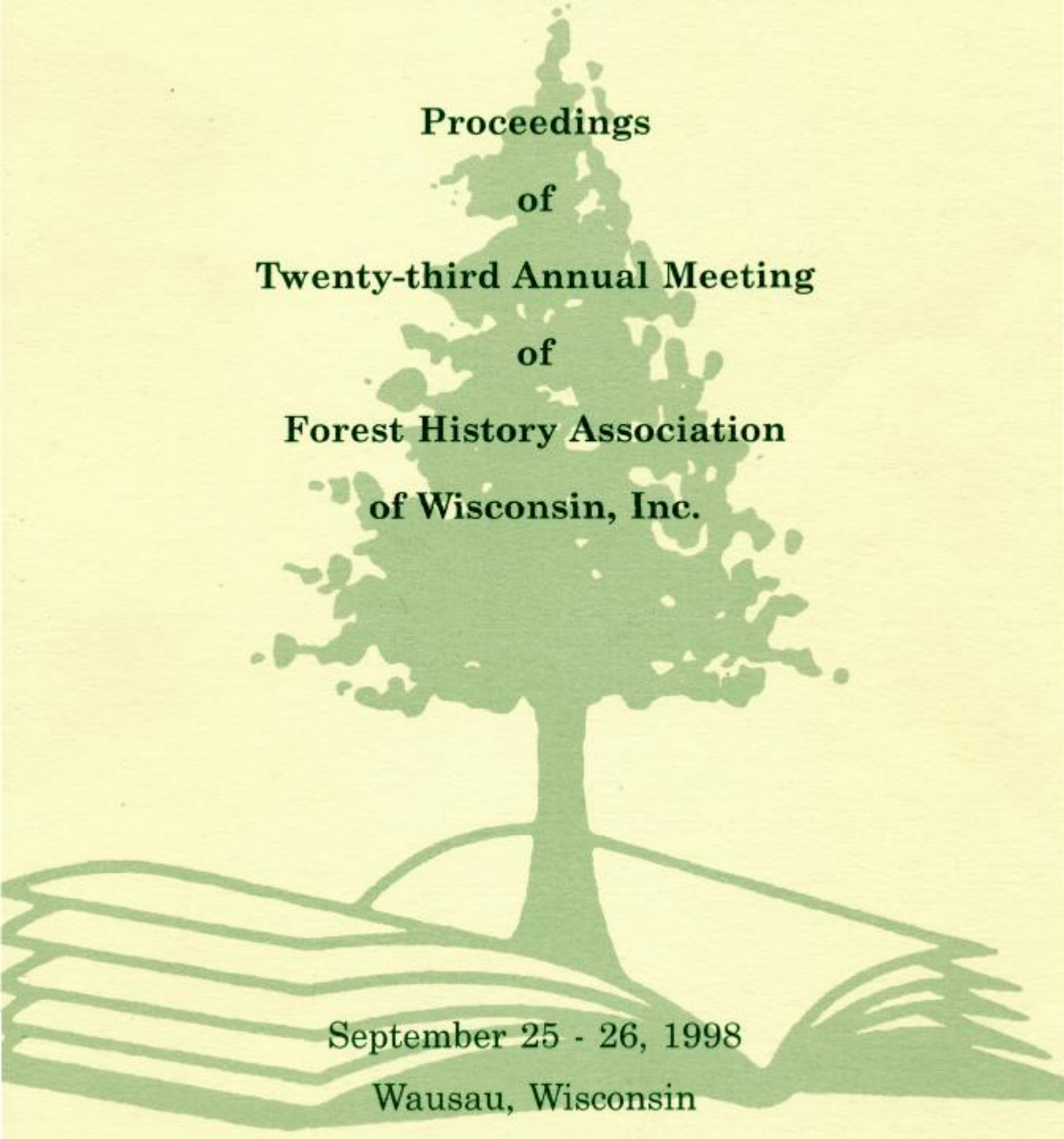
of

Twenty-third Annual Meeting

of

Forest History Association

of Wisconsin, Inc.



September 25 - 26, 1998

Wausau, Wisconsin

The Forest History Association of Wisconsin

The Forest History Association of Wisconsin had its beginnings early in 1975 when a group of representatives from the wood products industries, conservation agencies and the University of Wisconsin met to discuss a potential bicentennial project which would remind our citizens of the importance of forests in Wisconsin's past, present and future.

Their discussions led to the founding of the Association as a non-profit, tax-exempt endeavor whose principal objective would be to preserve Wisconsin's forest heritage. Membership currently numbers about 230 individuals, corporations and institutions.

A nine-member Board of Directors serves as the Association's governing body. Officers and directors for 1998-99 are:

James Adamson . . . . . Green Bay
Thomas Albrecht – Vice-President . . . . . Shawano
Karl Baumann – President . . . . . Marinette
Robert Brisson – Treasurer . . . . . Menominee, MI
John A. Cline . . . . . Wausau
Frank Fixmer – Executive-Secretary . . . . . Mosinee
Eugene Harm . . . . . Cadott
Donald Lambrecht . . . . . Green Bay
Randall Rohe . . . . . Waukesha
Michael Sohasky . . . . . Antigo

The Association has published a number of booklets which will have some appeal to most forest history enthusiasts:

Proceedings of Annual Meetings -1978 thru 1998
Bibliography of Wisconsin Forest History Literature
"Chips and Sawdust" (Quarterly newsletter)
A Chronology of "Firsts" in Wisconsin Forest History
Logging and Lumbering Museums in Wisconsin

Further information on any aspect of the Association's program and policies may be obtained by writing to:

Secretary
Forest History Association of Wisconsin
410 McIndoe Street
Wausau, Wisconsin 54403-4746

The Print Shop, Wisconsin Rapids, WI 1999

Proceedings

of

Twenty-third Annual Meeting

of

Forest History Association

of Wisconsin, Inc.

September 25 - 26, 1998

Wausau, Wisconsin



Founded 1975

"The past is but prologue to the future"

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Foreword

The following text presents the official transactions conducted and most of the papers presented at the twenty-third annual meeting of the Forest History Association of Wisconsin on September 25-26,1998 at the Ramada Inn Conference Center, Wausau Wisconsin. Our previous editor, LaMont Engle was unable to continue as editor for the proceedings of this year due to serious illness. This first time editor has tried to follow, and live up to, the excellent job LaMont has done in the past. It has been suggested that this writing be called the "Foreword and Afterward" because of certain events that have taken place in the gathering of this material. Basically I volunteered to do this job after the annual meeting was completed, which has certain drawbacks. One can't prepare in as good a manner as if one is involved from the beginning. Also, a number of events delayed receipt of papers. Michael Weckwerth, who has done some extensive work on forest history in the Merrill area, was unable to complete his paper for this proceedings. We hope his work can be published later.

It is important for us to uncover and to hold onto the truths of forest history in Wisconsin. Working through the proceedings of this meeting, one couldn't help but note the significance of the subject of this years meeting. A wild river that raged in the spring and sometimes trickled through the summer months was modified and utilized, by the first settlers coming to this land over 150 years ago, to develop an industry that would help people build cities and towns within and outside of Wisconsin. In the process those "settlers" would make fortunes, go broke, help develop towns in and out of Wisconsin, and in some cases lose their lives in the pursuit and/or simply disappear from memory. Many, viewing the landscape of today, would not envision the landscape of that era and many have misinterpreted the past. This record should help correct some of those errors.

This proceedings concentrates on the Wisconsin River from the Harrison hills area east of Tomahawk, Wisconsin to below Nekoosa, Wisconsin. References are made of events from that point below to St. Louis, Missouri where lumber was transferred on land to further points. But, that's another study.

Considerable work went into this meeting and proceedings by the Board members, the speakers, and the local tour guides and presenters. Please make note of them and give them your recognition of their efforts.

For any reader who is not a member of our organization, we invite you to join us in preserving a record of Wisconsin's forest history. Write to Secretary, Forest History Association of Wisconsin, Inc. 410 McIndoe St. Wausau, WI 54403-4746.

Miles K. Benson
Editor

President's Report

A warm and hearty welcome to everyone attending this 1998 annual meeting of the Forest History Association of Wisconsin. We hope that the theme of the meeting, "Sawmills and Pioneer Lumbermen of the 19th Century along the Central Wisconsin River," is of great interest to all, but especially to those of you who are residents of the towns involved.

Our contribution to the observance of Wisconsin's sesquicentennial consists of a compilation of a directory of logging museums that house the artifacts and memorabilia of the state's basic forest heritage. Over 80 letters were sent by Chairman Lambrecht to candidate logging museums requesting their cooperation in this endeavor. Forty responses have been selected for inclusion in the directory and the details of their attractions will comprise Educational Pamphlet # 2 when it is published later this year. A notable addition to our collection of historic logging photos occurred when the Fort Atkinson Historical Society gave us a set of nine 3' x 4' panels depicting various aspects of early-day logging activities. These will also add variety to our other traveling exhibits. A sample of those panels are on display elsewhere in this room.

LaMont Engle, who has done such an outstanding job as editor of our *Proceedings* publication for the past three years, will be unable to continue due to life-threatening surgery he had last spring, from which he is still recovering. Thank you, LaMont, and our best wishes for your eventual full recovery.

Ray Clark continues to do a fine job as editor of *Chips & Sawdust*, but please, members, he needs more news contributions from more of us.

Mike Sohasky did his usual great job with the 1997 auction. FHAW netted $789.00; thanks also to the donors of the auction items and to the bidders who helped to make it such a success. Mike also was the recipient of the Association's annual Distinguished Service Award for 1997. For the information of those who were not here for lunch today, this year's Distinguished Service Award to an individual was presented to Joyce Bant of Hazelhurst, our past president and historian of some note, and to the South Wood County Museum of Wisconsin Rapids for its unique exhibits on cranberry culture and surveying instruments.

The Wisconsin Forestry Hall of Fame currently has 30 personalities so honored. Our own Frank Fixmer was inducted as the 30th at the 1997 annual meeting; a more deserving recipient can't be imagined. Frank has received many awards over the years for his dedication to the forestry profession in general and to Wisconsin forest management in particular. However, there comes a time when even the most dedicated person feels it is time to step down and let someone else take over. Frank has reached that point, at age 85, and he has let it be known that we must find a replacement for him as Executive Secretary of FHAW.

Co-chairmen, Mike Sohasky and John Saemann reviewed 16 essays that were submitted for the 1998 student scholarship award with the winner of the $500.00 prize being Jedd D. Ungrodt, a forest science major at the University of Wisconsin-Madison.

Carl Krog continues to serve as Publicity Chairman. He has sent press releases to alert the public of the time and place of each annual meeting and also follows up with further publicity about the Distinguished Service Awards.

Our Board of Directors continues to serve the members of FHAW with their donations of considerable time, travel expense and talent. Last year, director Mike Weckwerth found it necessary to resign because Board meeting conflicted with his job priorities. He continues, however, to be active in Association projects, as you all may have noticed today.

Our membership numbers seem to remain stagnant. Every year we lose some for various reasons but manage to add enough to maintain the "status quo." More about this problem from Secretary Fixmer when he gives his report. Over the years, I have given gift memberships to people I thought would become active members, only to find out that most of them did not renew the following year. I even gave a membership to the editor of a local newspaper in the hope of getting more publicity for FHAW activities. That turned out to be wishful thinking. I carried this effort to the point where I gave the publisher of the National Geographic magazine a membership and never received even an acknowledgment! What is the answer? One of our directors and past president, Tom Albrecht, suggests that every one of we members approach and talk to at least ten people – relatives, friends, neighbors or business associates – and try to stimulate interest in joining FHAW, its objectives and its programs to achieve those goals. Be sure to request the Secretary for a supply of our membership solicitation brochures to back up your "sales talk" for future reference.

Karl Baumann
President

Forest History Association of Wisconsin
23rd Annual Meeting of Members
September 25 - 26, 1998
Ramada Inn Conference Center, Wausau, Wisconsin

THEME: *Sawmills and Pioneer Lumbermen of the 19th Century Along Central Wisconsin River*

Friday, September 25th

8:30 a.m. – Front entrance to the Ramada Inn Conference Center

9:15 a.m. – Rib Mountain State Park - Allan Nordstrom, Park Ranger

10:00 a.m. – Marathon County Forest: Nine Mile unit - Mark Hyde, County Forest Administrator

10:45 a.m. – Marathon County Shooting Range Park - Jon Daniels, Chief Park Ranger

11:30 a.m. – Wausau School District Forest - DuWayne Herning, Director

12:00 p.m. – Lunch and tour of facilities

1:00 p.m. – Leave for Stop #5

1:15 p.m. – Ginseng Farm (harvesting and drying demonstration) - Ernie Walters, Owner

2:05 p.m. – Mosinee Industrial Forest (wood-processor demonstration) - Bill Kauth and Darrell Javorek

Saturday, September 26th

8:00 a.m. – Registration/Coffee and Pastries

9:00 a.m. – Welcoming remarks and introductions- Karl Baumann, President FHAW

9:10 a.m. – Keynote Address - Phil Valitchka - Public Relations, Wisconsin Valley Improvement Company

9:30 a.m. – "Sawmills at the Gateway to the Wisconsin River Pinery (Stevens Point)" – Frank Fixmer, Executive Secretary, FHAW

10:00 a.m. – "Sawmills of Little Bull Falls (Mosinee)" – James Eick, Municipal Judge, Mosinee

10:30 a.m. – Coffee Break

10:45 a.m. – "Sawmills of Big Bull Falls (Wausau)" – Michael Kronenwetter, Author, Descendent of Pioneer Family

11:20 a.m. – "Sawmills of Jenny Bull Falls (Merrill)" – Michael Weckwerth, Merrill Historical Society

11:50 p.m. – Adjourn to luncheon tables

12:00 p.m. – Presentation of Distinguished Service Awards

12:15 p.m. – Luncheon

1:15 p.m. – "Sawmills of Tomahawk" – Mrs. Irene Barradas, Historian and Dixie Zastrow

1:55 p.m. – "Relics of an 1840 Dam and Sawmill on the Big Eau Claire River" Tributary of the Wisconsin River, East of Schofield – John Cline, amateur archaeologist and historian

2:15 p.m. – Refreshment Break

2:30 p.m. – Auction – Karl Baumann, Tom Becker, John Saeman

4:00 p.m. – Business Meeting – Karl Baumann, President FHAW

5:00 p.m. – Social Hour

6:00 p.m. – Dinner/Door Prizes

7:00 p.m. – " Of Time and Timber" Video – Script and narration by Phil Carspecken, author and naturalist

8:00 p.m. – Adjournment

Field Tour, Friday, September 25, 1998

by Frank Fixmer

The term "multiple use" as used in forest management is often confusing, or misunderstood by laymen and, especially, by forest landowners. "How can more than one use be made of one, or five, or ten acres of a forest tract?" is a question often asked. The answer of course is "it can't for all uses." Yet, on any forest tract, large or small, public or private, that concept of management, if applied judiciously, can have rewarding results.

The opportunity to observe that was given to members and guests of FHAW when they participated on a seven-hour field tour on the opening day of the Association's annual meeting in Wausau, Wisconsin.

The participants first headed for the Rib Mountain State Park and its 60-foot observation tower on the third highest elevation in the state. Unfortunately, an uncooperative weatherman produced a heavy fog that morning which obscured the otherwise scenic view of the valley and the city of Wausau below.

Mike King, park ranger with the Parks Division of the Wisconsin DNR, filling in for Allan Nordstrom, proceeded to give a summary of the history of the park and its development during the 1930s with the labor of the Civilian Conservation Corps (CCC) members stationed at a nearby side camp. It was the CCC that constructed many of the picnicking and camping facilities that still exist, as well as trails for hiking, birding, berry picking, etc.

Mike King's account further explained that while recreational and aesthetic uses were paramount considerations in the management of state-operated parks, other uses are also permitted as warranted. For example, there will be a special deer hunting season later in the fall due to excessive numbers of deer and increasing damage to the plant life by heavy browsing. In recent years, ski trails and ski slopes have been further developed. The multiple uses of this state park became quite evident as a result of this visit.

Our next stop was at the Nine Mile Unit of the Marathon County Forest, several miles south of the Rib Mountain State Park. There we were greeted by Mark Hyde, county forest administrator, in the spacious lodge and field office with mid-morning coffee and doughnuts. Mark gave an overview of the entire Marathon County Forest system and its various management objectives. He stressed that the Nine Mile Unit has been, and will continue to be, managed under multiple use principles, with minimal, or no adverse effects on possible conflicting values. Activities toward that objective include tree planting, timber stand improvement, timber sales, hiking and skiing trails, duck ponds wild life openings and wild life food patches. Again, tour participants gained a better understanding of multiple use policies. Proceeding to the third stop, they passed through several areas exemplifying those multiple uses.

Arriving at the Marathon County Shooting Range Park, chief park ranger Jon Daniels welcomed us to what is considered one of the most outstanding shooting range facilities in Wisconsin and the Middle West. Daniels also gave the historic

background of this different type of recreational activity, which provides target ranges varying from 50 to 600 yards, as well as a separate area for hand-gun practice. Daniels stressed that all shooting is done under the strictest supervision and under safety rules that are enforced without exception.

The Wausau School District Forest, located on the banks of the Black River where it empties into the Wisconsin River, was the fourth stop. Many river drives of logs headed for the sawmill at Mosinee passed this site over 100 years ago. The complex of buildings here proved to be an eye-opening outdoor educational property that can rightfully claim to be the best in Wisconsin. Greetings were extended by the director and forest administrator, DuWayne Herning, and followed by a most satisfying lunch of soup/sandwich/dessert combination, served in a dining and lecture hall building which had been a CCC Barracks in the 1930s. It had been moved and reconstructed to its present location in the 1950s.

After lunch, the group visited the basement of the more modern main kitchen and dining room and saw astounding natural history displays and dioramas of many forms of wild life. Time passed there too quickly and the group hurried on to the special building housing artifacts and memorabilia of the area's early day logging, lumbering, and farming activities.

The complex of buildings also includes dormitories for weekend and week-long classes. Most of these were built with lumber derived from thinnings of pine plantations established in the 1940s and 1950s. All too soon the tour group left this historic area and its exemplary facilities for teaching biology, ecology, wildlife conservation and forest management.

The farm of Ernie Walters, current town chairman of the Township of Mosinee, was the fifth stop. Although Mr. Walters is primarily a producer of field crops and hay, he decided about ten years ago to invest in the then booming business of ginseng production. Ginseng being a natural forest crop in the mixed hardwood forests of northern Wisconsin and the fact that his farm acreage before being cleared in pioneer days was primarily such a forest, persuaded him to "give it a try."

This visit to a typical ginseng operation was originally scheduled to view the actual harvesting of this exotic root crop by Hmong labor. However, market conditions dictated that the harvesting take place the week before our visit, so we were able to view only the drying phase of the operation, which involved passing through a large shed where the roots on trays were subjected to heat in the range of 140 to 150 degrees F 24 hours a day. Our tour participants didn't linger long in that shed! Mr. Walters gave us an account of first hand experiences as a ginseng grower, particularly the current market conditions. From a peak of $65.00 per dry pound to the present price of $25.00 per pound, it is no longer a good investment, he says, and may liquidate it if there is no improvement. The group found this visit of exceptional interest because it was an example of former forest land having been converted to growing a natural forest crop – ginseng.

The final stop of the tour occurred on an industrial forest tract owned by the recently-merged Wausau-Mosinee Paper Corporation. There a 30-year-old red pine

plantation was being thinned by Darrell Jovorek, a local logging contractor, with a "Wood Processor." This machine severs a tree at a six-inch stump height, delimbs it, bucks into 100-inch lengths and piles the bolts along the skidding-trail. Onlookers were duly amazed at this one-man operation that produces 20 and more cords per day. A forwarding tractor-trailer later brings those bolts to a roadside landing for trucking to the paper mill.

The operation was described by Mosinee's retired forest operations manager, Bill Kauth, who also gave a brief account of the history of the company's industrial forest and its development over the past 55 years. He emphasized that the principle of "sustained yield management" governs its management practices from tree planting to final harvesting and the regeneration of a new forest crop.

So ended a highly instructive and enjoyable tour, in the unanimous opinion of all the tour participants. The proximity of so many different forest properties in the immediate Wausau area was indeed an "eye opener."

Our Speakers



Phil Valitchka

Phil Valitchka is native of Manitowoc, Wisconsin, graduating from Lincoln High School. He earned a B. S. Degree in Speech (Radio/TV/Film) from the University of Wisconsin-Oshkosh in 1971 and continued with graduate studies in Public Service Administration. Phil is currently the Director, Public Relations with the Wisconsin Valley Improvement Company in Wausau. His work has covered a multitude of experiences with the Wisconsin River. Phil is also Chairman, City of Wausau River Edge Commission and a member of the Advisory Council for Trees For Tomorrow at Eagle River. Wisconsin. His personal interests cover a variety of natural resource activities from his family 85 acre woodlot in Oconto County to various volunteer work with Osprey propagation, Project Loon Watch and general outdoor fun.



Frank N. Fixmer

Frank N. Fixmer was born and grew up in New York City - did you note the accent at times? However he has been in Wisconsin for 65 years. After getting his degree in forestry at Syracuse University in 1933, he served 5 years with the U.S. Forest Service on the Nicolet National Forest, followed by six years with the former Wisconsin Conservation Department in Washburn and Burnett counties.

He then began Mosinee Paper Mills' forestry program in 1944 and survived 34 years of managing its industrial forest of 90,000 acres without any ulcers from the additional responsibility for procuring 100,000 cords of pulpwood annually for the mills' requirements. Frank retired in 1978 and became a co-founder of the Forest History Association of Wisconsin and of the Wisconsin Woodland Owners Association and is the "glue" that has kept the FHAW going since its founding.

In essence, Frank has been an active part of Wisconsin's forest history and has seen a multitude of changes in the state's logging and forestry.



James Eick

James Eick earned his Bachelor of Science degree from the University of Wisconsin-Oshkosh in 1962 and has a M.S. degree from The University of Wisconsin-Stevens Point. He was a social studies teacher at Mosinee High School where he headed the Social Studies Department from 1985 until 1995, when he retired. James also was the Chairman of the high school Site Based Management team in 1994 & 1995. He served as a Mosinee alderman from 1976 - 1983, as the Mayor of Mosinee from 1983 to 1991. He was President of the Wisconsin Valley Mayors Association in 1990 while serving as mayor, and has been a District director in Wisconsin League of Municipalities from 1988-1991. James is currently serving as Mosinee Municipal Judge through 2000. His background gives him good appreciation for a variety of Wisconsin history.



Michael Kronenwetter

Michael Kronenwetter was born in West Palm Beach, Florida and was raised in Wausau. He has attended, for varying lengths of time, Northwestern University, the University of Wisconsin-Marathon and the University of Wisconsin-Madison and the Senior Dramatic Workshop, which was located at the time in the Carnegie Hall Building in New York City. Mike is a freelance writer who lives in Wausau. His great-grandfather, Sebastian Kronenwetter, arrived in the area in 1857, and operated a

sawmill for a time in what is now the Town of Kronenwetter near Mosinee.

Mike is best known locally for his weekly opinion column in the alternative newspaper, City Pages; and for his 1984 book, *Wisconsin Heartland: The Story of Wausau and Marathon County*. He has also written or contributed to more than 30 books, many of which are related in some way to history.

Although many of his writing assignments come from elsewhere, he continues to live in Wausau with his wife and two children.



Michael Weckwerth

Michael Weckwerth graduated from the University of Wisconsin-Madison with a B.S. in History. He is a Fireman for the city of Merrill, Wisconsin with over 18 years experience there. He has held on to his passion for history by researching Logging History of Merrill and Lincoln county for 14 years.

He brought Royal Hansen's scale model of a lumber raft, used on the Wisconsin river, along with pictures to display at the meeting. He has accumulated dozens of folders, pictures and artifacts; spent hundreds of hours viewing old micro-film of local papers and has year by year records of logging in the Merrill area (probably over 1000 pages). He has some years to complete, mostly in the 1880s.



Grant W. Voermans

Grant W. Voermans is presenting the paper by Mrs. Irene Barradas & Dixie Zastrow. Grant was born in Rhinelander, Wisconsin and attended Fox Valley Technical College in Oshkosh after high school and received a vocational degree in Airframe and Powerplant mechanics. He is currently enrolled as a third-year student and pursuing a mechanical engineering degree at the University of Wisconsin-Plattevile. Grant is interested in history and recently joined the Forest History Association of Wisconsin. He is also the author of a history of his home town, entitled: *The Harrison History, Over 100 Years of Logging, Farming and Bootlegging.*



John Cline

John Cline was born and schooled in Perry, Iowa. He spent 3 years in the Air Force as a radio mechanic and maintainer of a control tower on Guam. John was employed as a machinist and locomotive supervisor for 30 years by the Milwaukee Road in Milwaukee and Wausau, retiring in 1969 on a disability. He and his wife, Naomi, spend summers in Wisconsin and winters in New Mexico. They have traveled in their mobile home over 250,000 miles.

After retiring, John researched the Milwaukee's operations in this area. There were some 500 miles of track. This resulted in a book, *The Wisconsin Valley Line*, written with the cooperation of Ray Specht.

In 1993, he read about an archaeological dig at a logging camp on the shore of Buffalo Lake. This visit whet his interest in ancient sites and he has since participated in digs in Michigan, Arizona and Wisconsin. On the last one he dug up a broken pot that dated to 900 AD. These experiences helped him in deciding to research the dam site on the Big Eau Claire River when he learned of it.

The Wisconsin River in 1848

By Phil Valitchka

Introduction

What was the Wisconsin River like in 1848? Our state's namesake, when the territory became a state, was still virtually virgin of forest and wilderness-like in its uppermost headwaters beginnings. It was beginning to be changed by the hand of man in the northern-central basin.

The stretch of its grand rapids was poised to launch a paper making industry.

It continued to meander and twist through the lowland plain upstream of its dells. It pretty much flowed on like Marquette and Joliet saw it some 200 years before below the portage to the near Fox and on down to where agriculture was beginning to alter the prairie region as it finished its 430 mile length and final descent to the Mississippi.

It was already some nine years that the river had been undergoing improvement for the white man's benefit and the naturally occurring river was being changed. By 1839, a quarter of a century before the Civil War, enterprising lumbermen were arriving in central Wisconsin, and concurrent with the signing of treaties with the indigenous peoples who had inhabited the region for upwards of 10,000 years, claims were being staked to the timber resources adjacent to river, and to the water powers the stream so amply demonstrated.

Other speakers after me will fill in the chronological and developmental details. In asking me to answer the opening question, my challenge is to describe the big picture, to take the broad view and set the stage for what eventually flowed forth from the largest river in Wisconsin.

It is an honor to keynote your annual meeting. And while it is a pleasure to speak to you about Ole Wisconse, I am humbled by the breadth of the knowledge of others I have tapped only so superficially in order to weave my tale.

My employer is Wisconsin Valley Improvement Company. The company itself is a historically significant Wisconsin corporation. We learned this recently as we organized our records and searched our history to meet the requirements of federal licensing. It is significant because of the role it played in organizing the Wisconsin River system at the end of the logging era, with the development of the headwaters reservoir system for uniform flow regulation and hydroelectric power generation which followed.

I like to tell people I am a publicist for a river, and that sometimes I have to go up north to go to work. While we keep meticulous records from which we can quantify a significant event like this year's localized drought in the north, it is observing the mood of the river and the rhythm of the seasons which give me my greatest writing pleasure.

Taking my charge seriously, to concentrate on the history of the Wisconsin River, to set the stage for the establishment of sawmills and the time thereafter, to precede the mid-19th century, is to say simply that the creation of the Wisconsin River began some 4.5 billion years ago when the crust of the earth was forming

and its surface was settling from its molten stage to its hard, igneous rock outer layer stage. And further, to describe how earth formation activities and later major erosional forces, namely glaciations from the ice age, shaped the river that occurred in 1848.

A quick side note: historians tell us that the Wisconsin was first discovered by European explorers from two directions. It is possible that Radisson and Grossier came into the valley from the north, via the Lake Superior route before Marquette and Jolliet came into it at Portage in 1634. So the river and its resources were known some 200 years before the era you are discussing today. And of course, way before then, the native Americans had been in the valley as long at 10,000 years, give or take, existing seasonally along the margins of the advancing and retreating glacial lobes and engaging in trade and cultural exchange via the river and trail transportation networks that linked the many and disparate groups.

A series currently running on an A&E cable network program about this very topic reported that the oldest known rocks have been discovered in South Africa where they lie on the surface. But geologists, and I am not a geologist, tell us we've got some pretty old rocks lying around here, along the shores of Lake Superior, and right here in Marathon County where the bed rock is exposed.

Origins

So the river's origins predate the arrival of humans to experience it, an event which is quite recent on the geological time scale.

The Precambrian

Geologists have divided the Earth's history into very long spans of time called eras and into shorter, but still very long, spans called periods, epochs, and ages. Frequently, all of geologic time is divided into only two periods. The earlier period is called the Cryptozoic eon (the eon of hidden life). It coincides with the Precambrian. The later period, from the end of the Precambrian to the present, is called the Phanerozoic eon (the eon of visible life).

The Precambrian includes all of the time from the formation of the Earth's crust, about 4.5 billion years ago, to the beginning of the Paleozoic era, about 570 million years ago. Thus, the Precambrian encompasses all but an eighth of the Earth's history.

The most extensive exposures of Precambrian rocks occur in regions known as continental shields. These are stable, low-lying core areas of the continents that are relatively uncovered by younger rocks. Each continent has at least one shield. North America's Canadian Shield (also known as the Laurentian Highlands) has the largest exposures of Precambrian rocks in the world. The shield covers more than 1,800,000 square miles (4,660,000 square kilometers) in Canada and the United States. And it is off this shield, on its southernmost extent, that the Wisconsin River begins to flow.

The Paleozoic Era

The Paleozoic era, which began about 570 million years ago, lasted about 345 million years. Most of the major groups of plants and animals evolved during the

Paleozoic era. Mild climates and gradually encroaching seas characterized the early Paleozoic. Fish dominated the seas in the late Paleozoic. The first vertebrates, primitive amphibians, also appeared, and forests of giant, tree-like ferns grew on the land.

In the Mississippian period, a shallow inland sea covered much of the interior of North America and wide spread limestones formed.

Huge swamps developed in many areas during the Pennsylvanian period, and the great coal deposits of the eastern United States formed. The first reptiles appeared, and insects grew to an enormous size.

During the Permian period, deserts became widespread. The northern continents were dry and warm, but ice sheets covered most of the southern continents. The number and kinds of reptiles began to increase at the close of the Paleozoic era.

The Mesozoic Era

The Mesozoic era, which lasted about 160 million years, ended about 65 million years ago. Many scientists believe that during the Mesozoic, continents were formed from a supercontinent called Pangaea that existed during the Paleozoic. This view is a part of the continental drift theory, which suggests that the supercontinent began to break up during the Mesozoic. According to one version, the continental masses were sheared apart by the outward flow of mantle material from the mid-ocean ridges and moved somewhat like great plates. Late in the Triassic period, which began about 225 million years ago, Pangaea broke up into two masses. The northern mass was called Laurasia; the southern mass, Gondwana.

The Cenozoic Era

The Cenozoic era, which followed the Mesozoic, has continued into the present. It comprises the Tertiary and Quaternary periods, which began about 65 million and 2 million years ago, respectively. The Tertiary is further divided into the Paleocene, Eocene, Oligocene, Miocene, and Pliocene epochs; and the Quaternary into the Pleistocene and Holocene epochs. The names of epochs all end in the suffix "-cene," from the Greek kainos, meaning "recent." The Pleistocene epoch began about 2 million years ago and the Holocene about 10,000 years ago shortly before the time civilizations began appearing.

In the Quaternary, much of the Earth's surface, about a third of the land surface according to geologists' estimates, was covered by vast continental ice sheets. During four successive periods continental glaciers advanced over the Northern Hemisphere. These periods were separated by long warm periods called interglacials.

The glaciers had a profound effect on both the seas and the land. They lowered the sea level by about 300 feet, exposing large areas of shallow sea bottom. They effected the world's climates and shaped the Earth's modern landscape. They formed lakes, including the Great Lakes, and built up thick deposits of till, or mixed clay, sand, gravel, and boulders, the layer in and on which the Wisconsin

rises in Vilas County.

An ice sheet is a broad glacier of irregular shape that blankets a large land surface. Ice sheets are of considerable thickness and more than 19,300 square miles (50,000 square kilometers) in area. When they spread outward in all directions and are not confined by the underlying topography, they are called continental glaciers. These ice mantles are now confined to polar regions, but during the Pleistocene Epoch they covered large parts of North America and Northern Europe.

So the base of the Wisconsin River was laid down during the earth's formation.

Geological Speaking

Three classes of rock formations are found in northern Wisconsin: Precambrian crystalline, Paleozoic, and glacial drift. The area of crystalline rocks cover the principal part of northern Wisconsin, from the Lake Superior shore, irregularly into Minnesota, to the central part of the state and to within 25 miles of Green Bay.

This region is the highest portion of the state, and in these crystalline highlands the large rivers have their source and flow outward in all directions. High, rounded knobs of hard granite and quartzite dot the surface of the region and the abrupt variations in the character of the rock along river valleys have caused the formation of numerous rapids and waterfalls. The slope of the Precambrian region is relatively steep on the Lake Superior side and comparatively gentle toward the east, south and west. This type of rock is the principle feature which gives northern Wisconsin its character.

Glacial drift was deposited upon the older crystalline and Paleozoic rocks during the several successive glaciations in Wisconsin and the adjacent region. Drift is very abundant in the northeastern, northern and northwestern parts of the region. The surface is very irregular and uneven, and consists of hills and ridges alternating with basins, swamps and lakes. The glaciation of the region exerted a considerable influence on the distribution of the drainage lines and in shaping the minor inequalities of the land surface.

All of that part of the Wisconsin River basin above Nekoosa, including over half the entire drainage, is underlain by Precambrian rocks. North of Merrill, this region has been covered so deeply by drift that the rock rarely outcrops except in the river bed. These rocks, by presenting a barrier to further erosion, cause numerous rapids.

Below Nekoosa the Precambrian rocks give way to the softer Cambrian sandstone, the disintegration of which has made the bed of the river one succession of shifting sandbars, almost without interruption, to its mouth.

North of Nekoosa this sandy belt rapidly narrows and, at Merrill, 90 miles above, almost entirely disappears, being replaced by the clayey loams and loamy clays. North of Tomahawk the clays are replaced again by sandy soils containing gravel, and by boulders and glacial drift. In the 60 miles below the city of Tomahawk the tributaries of the Wisconsin River flow mainly through a clayey-

loam soil, (beneficial to reservoirs – high runoff rates) except for a narrow strip adjacent to the main stream, where, as before stated, the sandy soil predominates.

Noteworthy: The river continues to flow in the Cambrian sandstone for the entire 68 miles between Nekoosa and Kilbourn, in which distance the river has a fall of 105 feet. This fall, however, is too evenly distributed to furnish good dam sites. Moreover the banks are low and sandy. The river has a sinuous course, the outer banks as a rule being steep and sandy while the inner ones are low and flat. There are two sites where a head of nearly ten feet could be developed, both of which would have large ponds and much overflowed land. These sites subsequently gave rise to the Petenwell and Castle Rock hydroelectric stations.

Topography and Hydrography

The abundant water-power resources of Wisconsin are the result of its unique topography. The wide and comparatively flat highland across the northern part creates a divide which varies in elevation from 1,900 feet in the east to 1,000 feet in the west, and extends to within 30 miles of Lake Superior. From it, the rivers descend radially in all directions except eastward. Owing to the fact that Lakes Superior and Michigan bound the state on the north and east, while the Mississippi River forms the southwestern and the larger part of the western boundary, all the rivers seek a low trough into which to discharge, and they do that at a short distance from their source. This condition results in a rapid fall and large water powers. This was a naturally occurring feature which attracted enterprise to Wisconsin.

Four rivers – St. Croix, Chippewa, Black and Wisconsin – drain 70 percent of the northern half of the state, an area nearly equal to that of the state of Maine. The Lake Superior rivers drain 9.3 percent and those flowing into Green Bay the remaining 20.7 percent.

Historically, the Wisconsin basin has been divided into three parts:

1. Headwaters – marked by sluggish streams with low divides fed by numerous and extensive swamps and lakes, frequently so interlaced that it is impossible to trace out the river divides. Many of the lakes have dam sites forming natural reservoirs for the river below. Rock-filled rapids occur here frequently.
2. The stretch of maximum descent along the center reach of the river, abounding in numerous falls and long stretches of rapids. This stretch is in the region of the Precambrian crystalline rocks, the southern border of which marks the lower limit of the rapids. The only important exception to this is at Kilbourn (Wisconsin Dells) where the river descends rapidly about 16 feet where it has made a cut through the Postdam sandstone.
3. The lower river where for a distance of about 92 miles the river flows through sandstone and limestone, the descent being very slight. This region is where commercial shipping by steamboat was experimented with but abandoned. It also continues to be devoid of water power development.

A Natural Conclusion

Because of its length, its great drainage area, and its central location, the Wisconsin River is prominently the main river of the State.

The headwaters are found in an intricate network of lakes and swamps occupying the flat plateau region near the northern boundary. Its source is found in Lake Vieux Desert, a body of water about 10 square miles on the line separating the northern peninsula of Michigan from Wisconsin at about 1,680 feet above sea level.

Because of its long traverse across the state, the topography of the basin includes nearly every form found in the state: the densely wooded region of hard and soft timber in the north gives way to semi-prairie with gently undulating surface, but with occasional decided ridges both of rock and glacial origin.

The basin drains 12,000 square miles with an average width of 50 miles and length of about 225 miles.

The Wisconsin in Profile

The maximum elevation of the Wisconsin River is that of its source, Lac Vieux Desert, at 1,682.53 feet above sea level. At the confluence with the Mississippi River – the Wisconsin is a major Mississippi headwaters basin tributary – the Wisconsin leaves its basin at 611 feet above sea level. Its waters have fallen 1,071.53 feet over a journey of 430 miles for an average fall of 2.49 foot/mile.

From the source to Rhinelander, the Wisconsin drops 158.93 feet over 73 miles for an average fall of 2.18 foot/mile. The elevation changes from 1682.53 feet to 1523.60 feet for 15 percent of total fall. Today, there are two hydroelectric plants on the stretch.

From Rhinelander through Nekoosa, the Wisconsin falls another 630.50 feet over 149 miles for an average descent of 4.23 feet/mile. This is the key water power stretch in which the fall per mile is nearly 170 percent of the overall average fall per mile. The change in elevation is from 1555.40 to 924.90 feet above sea level, 630.50 feet or 59 percent of total fall. Of this 630.50 feet, 479.10 feet is developed head put to use for its hydraulic power. It is noteworthy that this stretch represents 35 percent of length and has 58 percent of the fall. Naturally, as a consequence, this is where the water powers are clustered – 19 hydroelectric dams or three quarters of the 25 total that occur on the river.

From Nekoosa to the last hydro at Prairie du Sac, the Wisconsin drops just 210.30 feet over 119 miles for an average fall of 1.77 of a feet/mile. The elevation changes from 946.30 feet to 736.00 feet, and represents 20 percent of total fall. There are just four hydroelectric stations on this stretch.

The river's last 92 miles from Prairie du Sac are free flowing with a descent to the Mississippi of 163.00 feet, a gradual slope like the stretch above of 1.77 of a foot/mile.

Upper-basin Specific Geology

In *Pleistocene Geology of Vilas County, Wisconsin*, John W. Attig reports that, "... up to 85 meters of Pleistocene till, debris-flow sediment, and stream sediment

overlie the Precambrian igneous and metamorphic rock. Most of the Pleistocene sediment was deposited during the last part of the Wisconsin Glaciation when lobes of the Lorentide Ice Sheet advanced into north-central Wisconsin.

"The Vilas County area has probably been glaciated many times during the Pleistocene. Evidence of only the last part of the Wisconsin Glaciation has been found, which took place 25,000 to 10,000 years ago. As evidence was found in Marathon County, the earlier glacial advances most likely covered Vilas County. Most of the land forms in Vilas County result from the period of the glaciers melting and retreat.

"Sometime before 21,000 years ago, ice advanced into the Lake Superior and Lake Michigan lowlands. As the ice advanced, it formed lobes that flowed south-southwest and southwest across the northern peninsula of Michigan and into Vilas County. Evidence of the wastage of the ice from the Wisconsin Valley and Langlade Lobes is found in Vilas County. The long axis of drumlins and the orientation of pebbles in till show that the Langlade Lobe flowed into the area from the northeast and the Wisconsin Valley Lobe from the north-northeast.

"The late Wisconsin ice margin of the Langlade and Wisconsin Valley Lobes probably wasted back from its terminal position in Langlade, Lincoln, and Taylor counties sometime after 15,000 years ago. The ice margin of the Wisconsin Valley Lobe eventually wasted back to southwestern Vilas County and stabilized for a period of time at the position known as the Flambeau ice-margin position in the extreme southwest corner of the county."

Holocene History

"The landscape of Vilas County has undergone relatively little modification during the Holocene, the last 10,000 years. The glacial features produced between 25,000 and 10,000 years ago, when glaciers advanced and then wasted, have been modified only slightly."

From *Geology of Wisconsin – 1873 - 1879 Superficial Geology of the Upper Wisconsin Valley* – A. C. Clark, edited by T. C. Chamberlin, the following was written about the Wisconsin River basin in Marathon and Lincoln counties:

"The whole region lies within the territory covered by the ancient ice-sheet of the first glacial epoch, but only partially with that overspread during the second glacial epoch. The limit of the glacial advance skirts Marathon county on the east, following essentially the watershed between the Wisconsin and the Wolf rivers when it curves westerly across the southern portion of Lincoln County through the tiers of the townships to the watershed between the Wisconsin and Chippewa river in Taylor County. Nearly all of Marathon and the southern portion of Lincoln lie within the region covered by the earlier glaciation but not the later.

"The melting of the ice to the north in the second epoch gave rise to large flows which issued from its margin in innumerable streams that flooded the adjacent land. Gathering into great streams, it flowed down the principle valleys carrying sand and gravel glacial drift. The sandy plains immediately adjacent to the river are striking examples of this deposition.

"In central and northern Lincoln County, there are considerable areas occupied by high drift hills with rounded tops. Some of them have a circular form resembling an old-fashioned bee hive in contour and proportions. Others are elongated, having an elliptical base, while others are extended into ridges. Between them are deep valleys, usually dry, and manifestly formed by the irregularities of the drift accumulation, and not by post-glacial erosion. In depressions associated with these valleys lie many of the beautiful lakes of the region. There are other quite extensive areas whose general surfaces are level, but upon which have been impressed, as it were, basins – some with gently sloping, and others with abrupt margins – in which lie lakelets of clear water. The surface portions of these plains are usually formed of assorted and stratified drift. Below this there is, without doubt, the original unassorted and unstratified glacial material, though this is not a matter of observation. These level tracts were doubtless formed, in the main, by glacial floods and lakes, produced during the melting and retreat of the ice.

"It appears, therefore, that the surface features of this region north of the terminal moraine, including the most of Lincoln county, are due almost exclusively to the special way in which the drift was deposited; while that portion south of the terminal moraine, including nearly all of Marathon County, except the valley plains, has a surface whose features are mainly due to the contour of the underlying rock, over which the drift spreads as a thin blanket, only slightly modifying the rock topography and not greatly masking it. The rock contour was in the main due, probably, to pre-glacial erosion, modified somewhat by the rasping of the first glacial epoch."

Recent History

Now lets move forward to the time just prior to Wisconsin becoming a state, and with the naturally formed river in place, set the stage for the subsequent speakers to provide you with details. I will now rely upon the work of John N. Vogel, historian, who prepared the context for the evaluation of Wisconsin Valley Improvement Company's significance in the federal licensing process.

The period is characterized by a concern for the interest of the individual logging companies that built the various improvements that were found throughout the river valley. The Wisconsin River was unique with its various natural navigation and flow hazards. Lumbermen who were active in the valley by the 1840s and 1850s, made efforts to regulate the river's flow.

With the bountiful white pine forests and many rivers, the state was well suited to meet the needs of the lumber industry. Many New England lumbermen were attracted to the region as the Eastern forests were exhausted.

The first mill on the Wisconsin River was built below Point Bas (near Nekoosa) in 1831 by Daniel Whitney. The industry began to flourish in the region with land becoming available through the Indian treaty of 1836, the arrival of more workers, and the infusion of capital by 1860. With its abundance of pine and a number of older settlements already in place, the Wisconsin River region was the

first of the state's six major timber districts to be heavily logged.

The river then was described as "... a succession of rapids and eddies; most of the former surge over rocky bottoms, with a wild current of ten to twenty miles an hour, the channel broken and divided, offering almost insurmountable obstacles to anything like navigation."

In 1857, Messrs. C.H. Helms and Joseph Fox, of the Stevens Point/Wausau area, traveled to the Wisconsin's headwaters. Their description was "...crooked, abounding in rapids...with a number of heavy tributaries falling in from east to west." Fox, traveling the area again later, reported dense pine, hemlock and cedar forests that continued north to Grandfather Falls.

Logging activity on the river occurred as early as 1826 when timber was cut to construct Fort Winnebago. In 1829, timber was cut and floated down to Fort Crawford under construction at Prairie du Chien. Then came Whitney in '31 who was followed by Amable Grignon and Samuel Merrill who built a mill at a point to become known as Grignon Rapids, later Port Edwards.

Soon after the treaty of 1836, the valley was thoroughly explored north to Big Bull Falls (Wausau). By 1839, all water power sites on the river were occupied as far north as Big Bull Falls. Mills operating in 1837 included George Cline and Bloomer & Strong at Grand Rapids (Wisconsin Rapids), A. Brawley and Perry & Veeder at Mill Creek, Conant & Campbell at Conant's Rapids, and Harper & McGreer at McGreer's Rapids. By 1839, mill operators included John L. Moore at Little Bull Falls (Mosinee) and George Stevens at Big Bull Falls. A total of nine mills were operating on the river in 1839.

And the industry grew in the '40s. By 1847, 24 mills with an annual production of 19.5 million feet were operating along the Wisconsin. By 1849, the number of mills had almost doubled over the number present two years previous. Wausau had grown to a population of 350 by 1847, the same year that Andrew Warren arrived and developed logging operations at Jenny Bull Falls (Merrill).

Lumber production in the Wisconsin River Valley was between 95 and 125 million feet in 1854. And by 1857, logging related activity was found on the river as far north as Eagle River, as well as on various tributaries. Just nine years after the territory became a state, the lumber industry on the river represented a capital investment of $5 million to $6 million, and investment that included approximately twelve steam mills and forty water power mills, with an aggregate total of 170 saws – each saw being capable of producing about 700,000 board feet of lumber a year. In 1857, the industry employed 2,500 men. The logging business grew steadily into the 1880s.

As this boom began, the railroads were still several decades away from entering the transportation picture. Mill owners needed markets beyond the local area, and they were fortunate that the Wisconsin emptied into the Mississippi with its St. Louis and points beyond markets for wood products. Lumber rafts were used on the Wisconsin by 1841 or 1842 to carry their products.

Use of the rivers in Wisconsin was governed by the Northwest Ordinance which specified that the Mississippi and its tributaries were "common highways

and were to be free forever." The Territorial Legislature refined the law with the Mill Dam Act of 1840. Intending to promote the growth of the wheat milling industry, it allowed the construction of dams on streams that were not navigable without a permit. For the purposes of that act, a stream was navigable if it could float a saw log. In 1848, the constitution required that the legislature approve any dam that was to be built on a navigable stream.

It was after 1848 that the accounts exist for efforts to improve the Wisconsin for the rafting of lumber to market. Rafting peaked in 1873 when 160 million feet of lumber was sent down the river, and it decreased rapidly thereafter. The last lumber raft was thought to have been sent down the Wisconsin in 1883. Railroads took over from then on.

In Conclusion

Our state's namesake results from earth formation and major erosional forces that shaped and patterned the landscape. Nature provided the resources which nurtured the vegetation, sustained the animals, encouraged the aboriginal peoples and beckoned modern capitalists. The resources expressed simple scientific principles which generated tremendous power.

When Wisconsin became a state 150 years ago, its largest river was on the verge of being changed permanently, from what it had once been naturally to what it would become today, a multiple-use resource which continues to contribute to commerce while providing abundant recreation opportunities and natural scenic beauty.

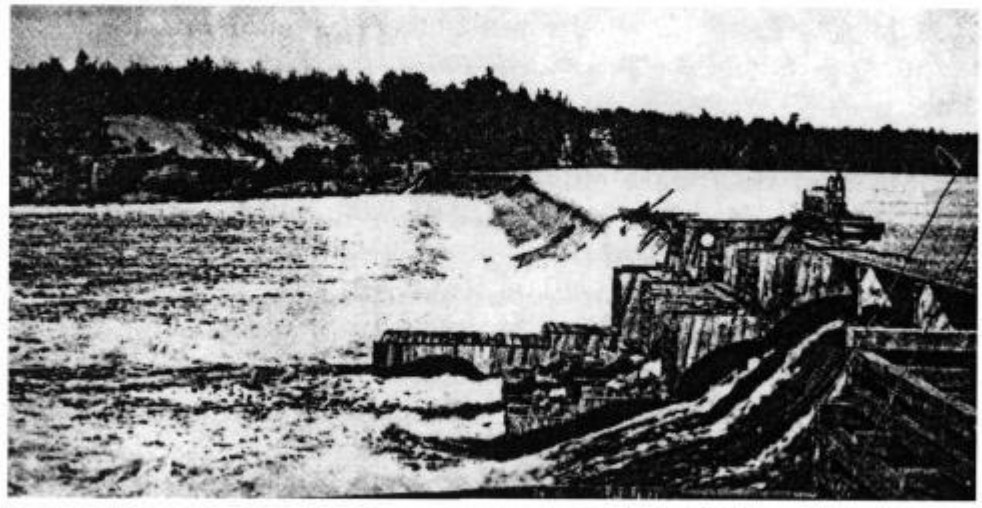
Gateway to the Pinery (Stevens Point)

By Frank N. Fixmer

Editor's Note: As the program for this "Proceedings" was coming together, it was apparent to Frank that Stevens Point was a key portion of the Wisconsin River log transport and sawmill story. When no one became available to tell the story of that era, Frank volunteered to research the story for presentation at the annual meeting. Frank's dedication to getting the Wisconsin River story out is apparent in his efforts. As you read through these various stops along the river's history, you will find yourself in agreement with Frank's vision and dedication. It is understandable why he was recently inducted into Wisconsin's Forestry Hall of Fame, when you think about the effort he needed to make to give us a more complete picture of this portion of Wisconsin's forestry history.

The Stevens Point of today was not so named in the early part of the 19th century. In the 1840s there was a road from Fort Winnebago, which was located about one-half mile east of Portage, that ran northwesterly to the Wisconsin River to Pointe Basse, just below present day Nekoosa. It then followed the river, in a generally northerly direction to a trading post of the American Fur Company below Knowlton.[1] That site eventually was inundated by a power dam and formed Lake DuBay, named after the owner of that trading post.

The "road" in that area was actually little more than a trail, practically impassable by wagon most of the year, so that supplies, more often than not, were transported by canoe or boat up the river from Stevens Point. According to the State Historical Society of Wisconsin's historical marker at Point Basse, Wakely's Inn (tavern) at that site was a popular "stopping place" for river travelers and lumber raftsmen traveling up and down the Wisconsin River. It was in this same area that Daniel Whitney of Green Bay built the first sawmill on the Wisconsin River in 1831.[2]



Swallow Rock across from Nekoosa Paper Company Dam
(State Historical Society of Wisconsin)

However, the settlement of Pointe Basse never achieved the prominence its earliest settlers envisioned. Whitney's mill was built only after the U.S. War Department issued a permit allowing its construction, as well as the cutting of timber along the Wisconsin River.[3] A second mill then was erected in 1836 when Amable Grignon and Samuel Merrill followed Whitney's lead at the site of Grignon's Rapids a little further down river.

Both of these mills were forerunners of the real rush to open up the pinery. That occurred immediately after the ceding by the Menominee Indian Tribe of a strip of land, six miles wide, from Point Basse to Big Bull Falls (now Wausau), a distance of 40 miles. The result of that Cedar Point Treaty was that during the period of 1837 through 1839 every suitable site for a dam and sawmill on the stretch of the Wisconsin River was acquired and/or occupied.[3]

Among those who began operations in and near Stevens Point were:

Bloomer & Strong and George Cline in Grand Rapids (Wisconsin Rapids)
Fay, Kingston & Draper at Biron's Rapids
Conant & Campbell at Conant's Rapids (Whiting)
Harper & McGreer on the Plover River
John L. Moore at Little Bull Falls (Mosinee)

In 1853, *Hunt's Gazeteer* published the first attempt to publicize early statistics of lumbering in Wisconsin, which it gathered from the following principal pineries:[3]

Black River	15,000,000 board feet
Chippewa River	28,500,000
Green Bay	21,000,000
Manitowoc	24,500,000
St. Croix	26,000,000
Wisconsin River	58,500,000
Wolf River	25,500,000
TOTAL	193,000,000

Note that after only 20 years since the first sawmill was built on the Wisconsin River, that pinery produced more than double that of any other in Wisconsin!

The accuracy of those figures may have been questionable, but there was never any doubt that they were only the forerunner of future production as the number of mills grew and they penetrated ever deeper into the pineries of the north. Additionally, the capacity of the increasing number of mills also increased as their sash saws, the old style up-and-down saws, were replaced with rotary saws; the rotaries cut from 20,000 to 30,000 board feet per day compared with the best sash saw, which could cut only 10,000 to 15,000 board feet per day.[3] (Again, these production figures were questionable, as evidenced by conflicting figures given by the John week Lumber Company later in this report.)

Hunt's Gazeteer also detailed the sources of the pine timber that contributed to the mills in and around Stevens Point, beginning in and around the following general areas as follows:

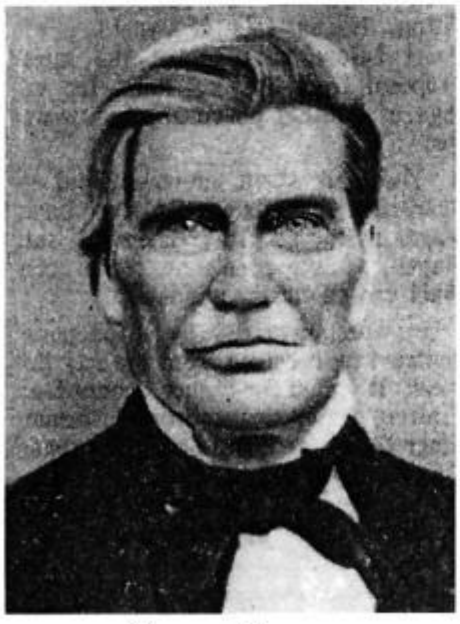
Pointe Basse	3 saws	200,000 board feet
Grand Rapids	15 saws	8,000,000
Crooked Rift	1 saw	600,000
Mill Creek	5 saws	2,000,000
Big Plover R.	2 saws	1,200,000
Stevens Point	5 saws	3,000,000
Little Eau Pleine	2 saws	2,000,000
TOTAL		17,000,000 board feet

These volumes, averaging 521,000 board feet per saw, may not seem impressive today; it must be remembered, however, that such production was the result of only 4 to 5 months of logging and river driving, and only 2 or 3 months of sawing. There were also the limitations of the equipment in those days and the additional factors of adverse weather, river flow and the hazards of river drives.

In the decades that followed, production increased tremendously. By the mid 1870s, logging and lumbering on the three main rivers from which the Stevens Point mills derived the bulk of their timber requirements were:

Little Eau Pleine	3,700,000 board feet
Big Eau Pleine	2,000,000
Wisconsin	7,000,000
TOTAL	12,700,000 board feet

To put another perspective on the degree to which the entire area of Portage County was supplying its sawmills, numbering 23 at that time, those mills sawed 79,900,000 board feet in 1874.



George Stevens
(Stevens Point Daily Journal)

Judging from these activities and events prior to 1839, it is obvious that George A. Stevens was not the first white person to arrive in the so-called "Gateway to the Pinery." Nevertheless, Stevens has been accorded the rather fanciful title of "Pioneer of the Pinery" as one who established a permanent base for his subsequent operations farther up the Wisconsin River.

According to some accounts, Stevens came from New York to recoup business losses there by migrating to the booming Mid-west. In either 1837 or 1838, he met Robert Wakely in St. Louis, Missouri, who had come there with a raft of lumber via the Wisconsin and Mississippi rivers and had given Stevens an enthusiastic account of the great pine forest and potential water power on the upper Wisconsin River.[7] Subsequently, Stevens joined up with an experienced millwright from the East, John Fox, and a teamster, Daniel D. Dillie. They bought two yokes of oxen and a wagon at Belvidere, Illinois, loaded the wagon with supplies and followed the road from Fort Winnebago to Pointe

Basse (on the river just below present day Nekoosa) then on to the eventual Stevens Point.

Reports of the circumstances which led to the naming of Stevens Point have been numerous and often conflicting. However, there is no disputing the claim that Stevens arrived at a point with a high bank on the Wisconsin River, at the foot of present day Main Street. There he built a log shanty to house and protect his supplies from weather and Indians and prepared to go further up river to Big Bull Falls to build a sawmill there. The details of that enterprise will be described by the speaker who will recount the activities in that part of the Wisconsin River pinery during that era. (See Sawmills of Big Bull Falls, by Michael Kronenwetter in this proceedings). Suffice it to say that Stevens continued to use the warehouse at "Point" as his base of operations while building that first mill and several others. The first mill began producing in 1849 but, researchers found that Stevens did not remain in the lumber business until 1851 as claimed by some. He really had sold out his interests in 1844 and left the pinery shortly thereafter. He was in sad financial condition, in even poorer health and was never to return.

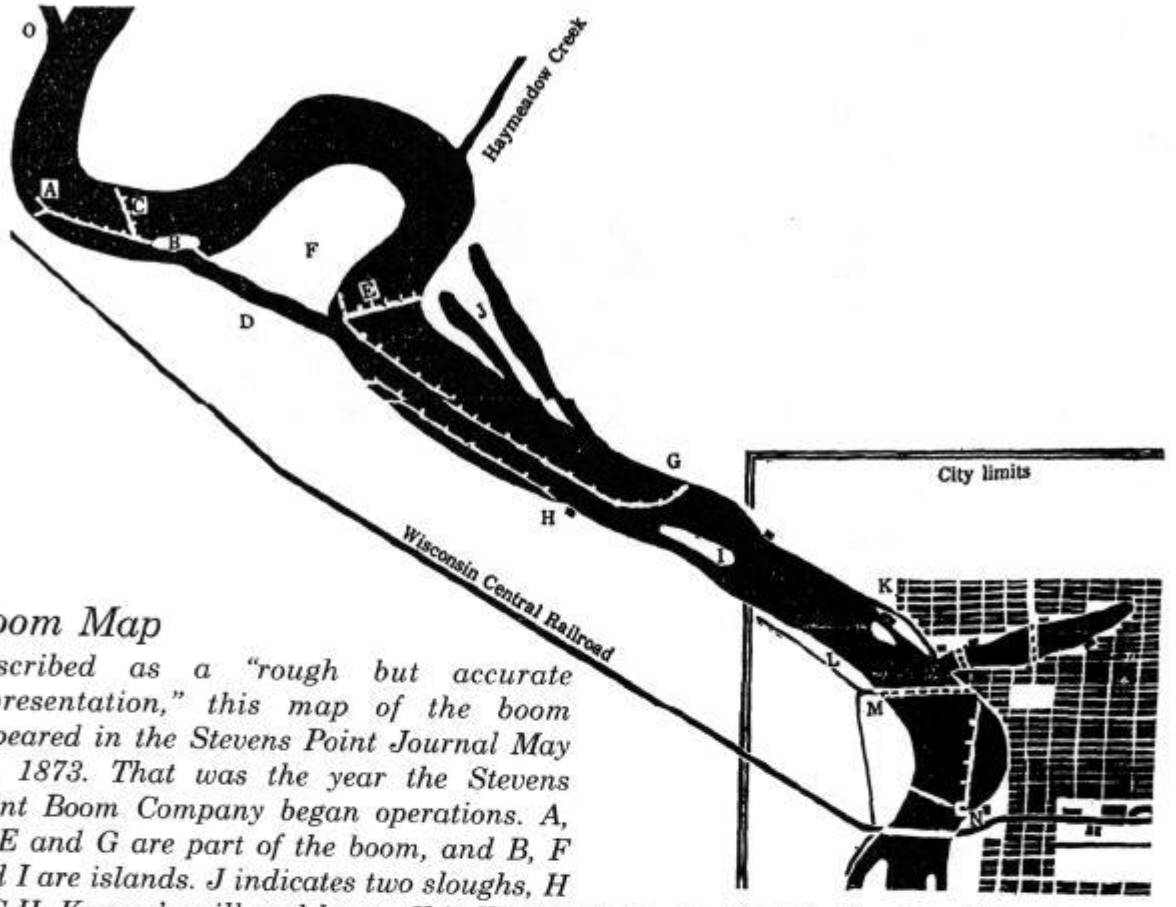
George A. Stevens' life story has many blanks. His birth date was "probably prior to 1800," presumably at either Alfred or Belmont, New York, and he "may have died about 1866" at an unknown place in either Illinois or California. He was possibly "70 years old at the time of his death." One thing is certain, however, "Old George will live as long as his name is borne by the city of Stevens Point."[7]



John Week
(Stevens Point Daily Journal, 10-16-74.)

Among the most successful and affluent lumbermen of the dozens who eventually populated the boom town of Stevens Point was John Riber Week, an immigrant from Hardingen, Norway in 1839. His saga in Wisconsin began in September 1841 when he and his brother Andrew cut cordwood for a lead smelter in Dodgeville. In 1844, John and a brother-in-law opened a shop there as shoemakers, with John eventually becoming a traveling shoe salesman. Brother Andrew was lost sight of for a period of about seven years; but, he re-appeared as a partner of Olaf Dreuzer who had built a sawmill on the Big Eau Pleine River north of Stevens Point. In the spring of 1849, John drove a team and wagon loaded with footwear for the lumberjacks of the pinery, getting as far as Wakely's Inn the first day. Another day's trip by dugout canoe brought him to the Dreuzer & Week mill, where his interest in the lumber business began.

John returned to that mill in 1850, according to tradition, purchased a supply of lumber from his brother, then drove a raft of lumber cribs down the



Boom Map

Described as a "rough but accurate representation," this map of the boom appeared in the Stevens Point Journal May 28, 1873. That was the year the Stevens Point Boom Company began operations. A, C, E and G are part of the boom, and B, F and I are islands. J indicates two sloughs, H is S.H. Karner's mill and boom, K is Weston & Sons' mill, L is the Cronkhite, Plumber & Company mill, M is the wagon bridge across the Wisconsin River, N is Shaurette Mills and dam, and O (upper left) is Bob Wade's slough. D was the cutoff, a man-made channel through which logs destined for mills below Stevens Point were routed. From A to G was 2 1/2 miles and it was estimated that 100 million board feet of logs could be stored there. A is near the point where the Soo Line tracks and Highway 10 come close to the river northwest of Stevens Point. G is straight out from St. Peter's Cemetery on Old Wausau Road. The open area within the city is the Public Square. The arm of the river reaching into the city and crossed by two bridges is the old slough, long since filled in. (Stevens Point Daily Journal, 6-28-58)

Wisconsin River to Boscobel where he sold every board. A most remarkable feat for one who had never been on a river drive before! In 1851, John Week again returned, and following up on his earlier acquisition of one-half interest in the mill from his brother, Andrew, proceeded to consummate the purchase of the other one-half interest not held by his brother. This began the later named John Week Lumber Company and an operation that endured the numerous up and downs of the Wisconsin logging and lumbering era, from the river-driving days to those of railroad transportation, and continuing into the fourth decade of the Twentieth Century.

John Week had married in 1848 when he was 30 years old and his bride was 22. Ten children ensued in due course. The historical aspects and genealogy of the

Week's family, authored by son Nelson, gives the following record of his father's earliest years in the Pinery (the following passages are quoted verbatim):[5]

> *"After Father took over the mill on the Big Eau Pleine, he continued the lumber business from year to year, buying pine lands as fast as his finances would permit, much to Mother's protestations... . By degrees, the blazed trail (to the sawmill) was improved, which made it passable for an ox team and two-wheeled cart. When the family first moved north, (from Dodgeville) they drove by oxen as far as Stevens Point. But from there the last lap of the journey into the wilderness was by canoe. A large dugout was acquired, with two Indians to pole or paddle it up the Big Eau Pleine, and thence up that stream several miles to the mill and shanties.*
>
> *The first home of the family was in a log cabin with one room and a shed roof, and lighted by three small windows. About the year 1858 Father began the erection of the new house, still standing in 1928, on the banks of the Big Eau Pleine. This dwelling was a large, two-story structure, which had one side reserved for the family and the other for certain members of the crew. Quite a number of relatives who came from Norway worked for Father.*
>
> *About this period, the Chippewa Indians were very numerous nearby. They lived by hunting and fishing between the Big and Little Eau Pleine Rivers and Rice Lake. The Chippewas held medicine dances occasionally at the foot of Rice Lake, and at other times directly across the river from our home. The lake was fully a mile from our house, but the steady pulsing of their drums was a fearsome sound in the darkness of night. For a number of years, we boys had no playmates excepting two Indian boys about our age.*
>
> *About this time, I began to take an interest in the sawmill which consisted of a single sash (up-and-down) saw capable of cutting five or six thousand feet of lumber a day in eleven hours. All the edging was also done by this saw. After the mill had cut quite a pile of boards and planks, they were stacked back on the mill carriage and the back edge of one side cut off. Then the pile was stacked again in reverse and the other side trimmed – a tremendous amount of labor."*

In his account, Nelson Week refers to the first rotary saw at the mill. "A document in the Week papers dated December 8, 1860, acknowledges 'receipt of



John Week Lumber Company
(Courtesy of the Portage County Historical Society)

$500.00 in cash and a note for $236.00 from John Week...in full payment for a double rotary mill we have sold to said Week.' This new machinery was to revolutionize the lumber industry and to pave the way for the more economical band saw."

Nelson Week further reported that "Father finally installed an engine boiler from an old river steamer to help out the water power which proved too weak to run the new rotary saw and edger.... The new saw cut from 8,000 to 12,000 feet a day.... and a new edging saw was also a valuable (time and cost-saving) tool.

"In 1880, the Week mill on the Big Eau Pleine River burned down and no effort was made to rebuild it. Instead, logs were cut within sleighing distance of the river and driven down the Wisconsin to mills in Stevens Point. By 1880, the sons of John Week were beginning to take over operation of the firm and on December 24, 1884, incorporation papers were filed in the name of John Week Lumber Company." One of the last great log drives on the Wisconsin River was made by his company in 1923. "In the winter of that year a crew of 100 employees cut 4 1/2 million board feet of timber and 32 men made the drive from Knowlton to Stevens Point."[5] At this point, your attention is called to a confusing discrepancy between two accounts of the Week Brothers saga. The Stevens Point Journal of November 2, 1989, in an article authored by Jerome R. Kaczmarek, states that the "John Weeks (lumber) Company (note the 's' ending to Week, which is incorrect) employed 100 men in the sawmill and 200 men in their forest-cutting operations." No dates were given as to when crews of that size were active. This considerable disparity between Kaszmarek's numbers and those of Nelson Week, son of John, are confusing to say the least. Which are we to believe?

John Week's career as a pioneer lumberman on the central portion of the Wisconsin River made him one of the more prominent and influential figures in

the early lumbering history of Wisconsin. Perhaps not quite the equal of such dominant figures as Weyerhaeuser on the Chippewa River, or Knapp & Stout on the Red Cedar River, or Philetus Sawyer on the Wolf River, or Stephenson & Ludington on the Menominee River. But there is no doubt that the record of the John Week Lumber Company for three generations, three-quarters of a century, merits recognition with those other giants of the early pinery days.

"John Riber Week was confined to a wheel chair in his last years, not yet 73-years old. It had been a hard life."[7]

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Lumbering on the Wisconsin River In and Around Little Bull Falls (Mosinee, Wisconsin)

By James Eick

Central Wisconsin development occurred slowly, primarily along the Wisconsin River, and as a direct result of the river. One of the first white inhabitants on the upper Wisconsin was the French trapper, trader, land speculator, and sawmill owner, John Baptiste Dubay. Born of a French father and Indian mother, he married the daughter of Chief Oshkosh. In 1834, Dubay established a trading post for the American Fur Company a few miles south of Knowlton in southern Marathon county. He carried on trade with the Indians and later with the early lumbermen along the Wisconsin river. Years later, after a dispute with another man over ownership of land, and two murder trials over the man's death, from which Dubay was acquitted, he returned to Marathon county and established a sawmill on the Eau Claire river in the 1850s.

Another early settler, Daniel Whitney, obtained permission from the Winnebago Indians in 1827 to make shingles on the Upper Wisconsin River. In 1831, Whitney obtained permission from the government to erect a sawmill on the Upper Wisconsin at Whitney Rapids (Nekoosa). Permission was needed because the territory west of Green Bay and north of Fort Winnebago was Indian territory and only the government could make agreements with the Indians.

This problem of non-Indian ownership of Indian lands on the Upper Wisconsin was eliminated in 1836 as a result of the treaty enacted on September 3 of that year in Green Bay. The Menominees ceded lands west of Green Bay and a strip of land three miles on each side of the Wisconsin river from Point Basse, below Nekoosa, to Big Bull Falls (Wausau) as public domain. This treaty was significant to the development of the Upper Wisconsin River valley and the building of the numerous sawmills in that stretch of river.

A look at development following the establishment of Whitney's mill at Whitney Rapids in 1831, shows a hurried establishment of mills further up the river: 1836, a mill at Grignon Rapids; 1837, sawmills established at Mill Creek, McGreer Creek and Conant Rapids; 1840, mills at Little Bull Falls (Mosinee) and Big Bull Falls (Wausau).

Even the Territorial legislature could foresee the importance of the lumber industry on the Upper Wisconsin River. In 1842 they passed an act to locate a territorial road from the Fox River, opposite Green Bay to the Wisconsin River, between Plover, Portage and Big Bull Falls. There is however no record of the road ever being built. In 1845 another act was passed by the legislature incorporating The Wisconsin Navigation Company, with "authority to erect a dam across the Wisconsin River below Little Bull Falls (Mosinee) of such height as would raise the water on the falls as high as the surface of the water above them, with a slide for the passage of rafts and boats, and to receive tolls for the passage of lumber, shingles and timber."

In 1842 Portage county consisted of the present counties of Columbia, Wood, Portage, Marathon and all lands north to the state line. The population for this area in 1842 was 648. In 1842, an election precinct was established in Little Bull Falls (Mosinee). The election of 1844 determined where the county seat should be located for Portage County, Fort Winnebago or Plover. The newly franchised voters of Little Bull Falls cast their 28 votes for Plover which carried the election. As a result the people of Fort Winnebago petitioned the Territorial legislature to create the new county of Columbia and the legislature complied and also established Marathon County from what was the northern portion of Portage County.[1]

In the early days, because farming didn't exist in the area, all supplies for the lumbermen on the Upper Wisconsin River had to be brought in from the southern parts of the state and Northern Illinois. Galena, IL was an important base of supply; later Berlin, WI. served as the base for supply to the pinery. All lumber camps and mills had to have large quantities of supplies, such as pork, flour, coffee, tea, molasses, etc, and all things had to be brought into the county with teams of horses, over nonexisting roads. Many farmers from the southern counties did a profitable business with their teams bringing products of their farms up into the pineries where products brought top prices. On their way home they would fill the wagons or sleighs with lumber purchased by barter at a low exchange rate for resale back home. Because of a lack of money in the pinery everything purchased had to be bartered: labor, food and housing as an example.

"Teaming in those days meant something else besides play. It meant hardships from start to finish for men and beast. The roads were never in good condition as a whole, and days were often long, from four in the morning until ten at night. The hotels, or rather taverns as they were called in those days, were crowded to the utmost limit to accommodate these hardy souls as they stopped for the night or their midday meal."[4]

In 1857, the trip to the pinery was made a little easier by the teams unloading at Stevens Point and the produce was brought up river by the steamer "Northerner," to below the falls at Mosinee. From Mosinee the goods were carried by teams to Wausau where the people boarded stage coaches for the trip north. In 1858, and for two seasons, a steamer plied the waters between Mosinee and Wausau, but was stopped because it wasn't cost effective. The steamer "Northerner" continued until 1866 between Stevens Point and Mosinee.

The first sawmill at Little Bull Falls was built by John L. Moore in the early 1840s. The mill property changed hands several times, until it was finally purchased by Joseph Dessert in 1857.

Joseph Dessert was born in the Maskinonge, Province of Quebec, January 8, 1819, working in lumbering in Quebec until he was twenty-two years of age. In 1840, Dessert joined the American Fur Co. in Lake Superior region and on September 16th of 1844, he started for the unknown forests of Wisconsin. Reaching Buffalo, N.Y., he proceeded by steamer to Milwaukee, then by lumber wagon to Fort Winnebago and on to Little Bull Falls on foot.

For five years he worked for wages, lumbering and logging on the Wisconsin

River. In 1849, he joined forces with three others, and purchased the sawmill at Little Bull Falls. Mr. Dessert's partners dropped out of the firm one by one until, in 1857, when he bought out the last one and became sole owner. It was at this time in Mosinees' history that Little Bull Falls was renamed Mosinee in honor of a local Chippewa Chief.

In the early days, Dessert's sawmill operation relied on its pinery holdings along the Big Rib River. It was Dessert in 1857 who gave help and direction to a group of German settlers looking for the land they purchased, sight unseen, on the Big Rib River, near the farm that Dessert had established in 1852, now known as Marathon City. The settlers club desired to have the land cleared to establish a village and so gave the pine to Dessert for cutting and hauling it away. When the First Church was built in Marathon City, Joseph Dessert gave them all the lumber free of any charge.

By the turn of the century Joseph Dessert could take pride in the knowledge that his was one of the most productive lumbering concerns in the county. At the company's main camp, located in section 26 of the town of Kronenwetter, timber felled in Kronenwetter, Guenther, and Reid was loaded on the company's own standard gauge logging trains and shipped to Mosinee. With as many as fifty cars being employed daily, the 1900 pine cut of the Joseph Dessert Lumber Company reached 28,372,000 board feet.

The sawing process in most all mills, including Dessert's, went through the evolution from the old "sash saws," to rotary in the 1860s, then to band saws in the later 1880s. These changes led to great increases in production of a product that was in great demand in the ever-expanding nation.

The coming of the railroad caused the Dessert Lumber Company to build and later remodel their planing mill, which enabled the company to provide finished lumber to be shipped out on railroad cars.

In 1880, he admitted to partnership with his nephew Louis Dessert. For ten years the business was under the name Joseph Dessert & Co., and in December 1890 the Joseph Dessert Lumber Co. was incorporated. The company, as incorporated continued the lumber manufacturing business until 1905.

Joseph Dessert served as county commissioner for a number of years, and also served many terms as chairman of the Mosinee Town Board. In 1889 the village of Mosinee was incorporated and Mr. Dessert was elected its first President.

In 1898, Dessert built what is now known as the Joseph Dessert Public Library, at his own expense, and for eight years paid for all of the expenses connected with running the library. In 1906 the library was given as a gift to the people of Mosinee, and is still serving as a focal point of the community.

Another of the pioneer lumbermen in the Mosinee area was Sebastian Kronenwetter. Kronenwetter in 1870 bought an established saw mill at Kellerville on the banks of Bull Junior Creek, about two miles north of the falls in Mosinee. He ran a successful mill operation for many years. Kronenwetter was involved in local and state politics, representing the area in the state legislature. Today the only evidence left of his sawmill is his mansion, located near Bull Junior Creek on River Road in Mosinee.

Transporting Lumber to the Mills and Market over Little Bull Falls

Fortunately for the pioneer loggers, the buoyancy of the pine logs gave them excellent floatability, and they could therefore be floated to the mills, or lumber to market with relative ease. Such was not the case with the abundant hardwoods and hemlock further inland. The hardwoods, typically denser than the pine, got stuck in the shallow waters and thus were harder to refloat.[1]

A few years ago some industrious individual in the Wausau area, sought out those logs still mired in mud over one hundred years later, and refloated them. There was still great demand for them.

What ever the method of transportation, disadvantages existed. Logs were sent to the mills on the Wisconsin River as soon as possible after the spring ice breakout. The cut timbers had to endure the ride over a succession of rapids and falls that surged over the uneven and rocky river bottoms. According to the "River Pigs" or "Catty men," those responsible for keeping the logs in steady motion, the most dangerous point on the entire length of the river to the Mississippi, for man or lumber was the falls and rapids at Little Bull Falls (Mosinee). With the adjoining Kelly and Shoemakers rocks, here the river narrowed and the rafts and lumber would plunge down over a series of falls into a gorge thirty feet deep. Entering a powerful whirlpool, the rafts, with the tremendous force of a cargo weighing as much as 350,000 pounds, were often submerged for the next half mile in a seething mass of foam and water. According to legend, one hundred river men lost their lives trying to negotiate these falls during the rafting era of the Wisconsin River.

"No one not having seen the running of Little Bull in high water can form any idea of just what it was like, the awful danger to be faced, the terrible strain of mind and muscle as you hear the roaring, the tumbling, seething and lashing of the mighty volume of water rushing to the vortex out of sight of those who are borne to the very jaws of death."[3]

Joseph Dessert's mill at Mosinee was situated in an ideal location for access to its sources of lumber to the north along the Rib River, and its location in relation to the falls and rapids at Mosinee.

After milling, the lumber could be placed on rafts below the falls and rapids, which meant that Dessert didn't have to wait for the right conditions to run the falls and rapids at Mosinee. They could be on their way to the Mississippi River and the markets long before the mills to the north, that had to wait for the right conditions to run their lumber over the falls at Mosinee.

"Soon after the opening of the river in the spring, rafts would begin to land in the eddy above the mill dam until acres of rafts were accumulated, and they would remain until such time as the Wisconsin River was at the supposedly safe stage. Every hour, from early morning until dark, pilots and bowsman would make their way to the bridge over the gorge, and comment on the outlook, and wonder how long the water would hold too high, or whether it was rising, or was it falling or 'what do you think, would it be safe today?' "

"At such times of running the falls, everyone who could, men, women, and children would hurry to the falls, and stand around or sit on the rocks and watch the rafts as they came down the slide into the gorge. It was a gala day for all of Mosinee."[5]

The loggers were accompanied downstream by rafts called "wannigans." A wannigan was about 60 to 65 feet long, with a kind of tent pitched on top. It was here that the River Pigs ate their meals. These rafts usually proceeded the log float, the cooks would have meals prepared on the river bank or on the wannigan so time wasn't lost. The last wannigan to run the rapids in Mosinee did so in 1910. A picture recorded the passing of an era, with the banks of the Wisconsin at Mosinee full of citizens aware that it was a happening not to be seen again.

The sawmills and their locations changed with time and technology. One of the significant changes was the coming of the railroad to central Wisconsin. In 1877, the building of the Wisconsin Central Railroad from Milwaukee to Ashland through western Marathon County caused no fewer than five mill settlements to spring up in the wake of its construction; Mannville, Spencer and Unity, within the white pine belt, and Colby and Abbotsford farther to the north in the hardwood and hemlock forests. The building of a railroad extension from Wausau to Marshfield caused W.D. Connor to build a new bandsaw mill at the station site, and name the community platted by the railroad after his Canadian birthplace, Stratford.

The use of steam engines in saw mills and the railroad brought about railroad logging. Temporary spur lines were built to log the isolated forest lands in different parts of the county. Such a line was the McMillian Brothers' mill in the town of Spencer, to Mannville on the Wisconsin Central line. The Connor Company line from Stratford east to the town of Emmet was but another example.

By 1905 a combination of happenings, railroad lumbering, the dwindling pine forests, and the virgin forests to the north and west was bringing to a close lumbering in the Mosinee and the Central Wisconsin area. Mosinee's location on the Wisconsin River was being looked at as a source of power, water and wood for the establishment of a paper mill. In 1910 as the last lumber raft and wannigan ran the falls and rapids, plans for a permanent dam to tame the falls of the Wisconsin River at Mosinee were starting to be implemented.

Over the last eighty-eight years, since the taming of the falls and rapids, Mosinee has kept its ties to the pine and poplar forests of Central Wisconsin with the construction of the Mosinee paper mill in 1910. In 1987, SNE Corporation, makers of Crestline and Vetter windows, established a 800,000 square foot manufacturing plant one mile east of the river in a new business park. This plant, Mosinee's largest employer, along with Wausau Mosinee Paper Corp., continues the tradition of Mosinee's reliance on forestry and forest management for a continuous supply of wood.

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Sawmills of Big Bull Falls (Wausau)

by Michael Kronenwetter © 1999

George Stevens built the first sawmill at what became Wausau. But it is not just the story of the Wausau mills that begins with Stevens but, to a great extent, the story of Wausau itself and beyond that, the story of settlement and development in central Wisconsin. As in many other places, the history of the early mills and the history of the community that grew up around them are one and the same.

Before getting to those histories, however, let me issue a caveat about history itself. We like to think of history as fact, as something more or less clear and immutable. But it is really more what the last two syllables of the word itself would indicate – a *story*. History is the story we tell ourselves, and our posterity, about the past. A story about what we remember – and sometimes what we *choose* to remember. A story that is passed down from generation to generation, and which every generation changes at least a bit. As such, it is less than totally reliable.

Anybody who's been in a courtroom know people remember the same things - the same events – in different ways. And, as anybody who paid attention to the Clinton/Lewinsky scandal knows – people also *tell* their stories differently, emphasizing different things, attempting to make different points. Particularly when we're talking about a time and place like central Wisconsin in the mid-19th century, the story is bound to be less than 100% fact, no matter how hard the teller tries to make it so.

Even the most simple and obvious claim may be controversial. Take, for example, the widely accepted story that the town of Stevens Point was named after George Stevens. The story is that the road ended at Shay's Rapids, near present day Stevens Point, and Stevens, who travelled north by canoe, stored his supplies at a point near there, some 30 miles south of his mill. Ergo, the name of the town that grew up on the site – Stevens Point.

Well, that story may be true. In fact, it probably is, but that's not absolutely certain. There is – for what it's worth – an alternative version of how Stevens Point got its name. According to this version, which appeared in the *Wausau Pilot* in 1922, another man named Stevens – presumably no relation to George – opened a rudimentary store in the vicinity of what would become Stevens Point. Among the things he sold there was whiskey, which he parceled out a pint at a time. For the purpose of this parceling, he used a large, hollowed out elk horn, which he dipped into the barrel and poured out into whatever container the customer had with him.

Well, as Stevens' supply of whiskey began to run down – and maybe his capital as well – he started cutting off the rim of the elk horn, a little bit at a time, making the measurement smaller and smaller each time. Customers got so disgusted by Steven's short measures that they started referring to them as "Stevens' pints." Eventually, the sarcastic expression transferred itself to the store,

and finally to the locality.

This alterative version of how Stevens Point got its name is probably apocryphal – but it *could* be true. In any case, it it makes a good story – and I for one, would rather believe it.

Now to get on with the story we're concerned with here – Stevens came from Almond, New York. He brought some lumber for sale to St. Louis in 1838, and it was there, most likely in the same year, that he apparently met another New Yorker named Robert Wakely.

Wakely was an adventurous type, who had already travelled into the central Wisconsin wilderness sometime before – the sources place his first trip anywhere between 1835 and 1837. He'd started a kind of store-tavern-hotel near Daniel Whitney's sawmill down at Point Bausee, near modern day Nekoosa. Once he was established there, he came further north, traveling up the Wisconsin – here to Big Bull Falls, and then even on to the area that would become Tomahawk. He was very impressed with the pinery. As a businessman, what seems to have impressed him the most was the opportunity for logging all the pine along the river, and for operating sawmills to turn that pine into lumber. In any case, when Wakely and Stevens met in St. Louis, Wakely did his best to interest Stevens in the commercial possibilities of the pinery.

The picture Wakely painted intrigued Stevens, but it didn't totally convince him. This was an age of hyperbole, and St. Louis was filled with fast-talking promoters, looking for ways to get their hands on naive investors' money. But the possibility that Wakely's descriptions of massive untouched forests and conveniently located rivers filled with all the power anybody would need to run scores of mills, certainly caught Steven's imagination. So it was that Stevens came north in the summer of 1838 – and he seems to have been as impressed by the possibilities of the pinery as Wakely had been.

Returning to St Louis, he entered into negotiations with some businessmen named George Morton, William Morrison, and Charles Boswell, to finance a milling venture in the pinery. Wakely was included in the first agreement they came to, but somehow or other, he seems to have been aced out of the deal almost immediately.

In any case, it was agreed that the St. Louis men would put up the money to buy some timberland and purchase a mill site, and, that Stevens would be the active party who would go north, pick the site, and build the mill. For doing so, he would have a quarter interest, and the rest would be split between the capitalists. Stevens originally planned to build his mill on the Big Eau Pleine – but he soon decided that the Big Bull Falls would make a better site. There seems to be no record of why he decided this, although Big Bull did have certain advantages. The fall of water was much better here – and there were several other falls not far away. What is more, the mill site was very near the joining of the Wisconsin with two other significant bodies of water, the Rib River and the Eau Pleine. This meant that Big Bull promised to provide more than an excellent mill site in

itself; it had the potential of becoming the heart of whole system of milling and related enterprises.

Stevens was positively rhapsodic about the site in a letter he wrote back to his investors in St. Louis: "It is decidedly the best mill site I ever saw or heard of in the union – and being the head of navigation – and the timber much better above than below – and 30 miles of handsome river to float logs down – and the timber in many places standing on the bank can be fell(ed) and rolled in without a team – A lumber man who went some 16 miles above exploring the pines about two weeks since declared he could stock a double mill 3 years without any team at all."

This was promising stuff, and Morton and the rest down in St. Louis must have been enormously optimistic on hearing it. If so, their optimism was going to be severely tested.

Stevens and the small party of men he managed to scrape together had an enormous task to accomplish: to build not only the mill, but buildings to live in, a guardlock, a bridge, and one or more dams to control the flow of water. Their task was made harder by the facts that they had to make canoes for running any supplies up from Shay's Rapids. They even had to find and cut hay to feed their two oxen – not an easy task in the middle of a forest.

Construction of the mill, on the east side of the slough in what is now downtown Wausau, probably began in August of 1839. It would not be easy – particularly for Stevens himself, who was in poor health. For one thing, he didn't have nearly as much help as he would have liked, despite the fact that he was willing to pay the relatively princely sum of $25 a month. He would have paid $3 a day for a decent millwright. The one he'd brought north with him didn't pan out.

Soon after arriving in the pinery, Stevens wrote back complaining to his investors: "I have but few hands and it took a great while to get provisions up having no roads – but the millwright's disappointing me is worse than all the rest. I hope you have sent me one and a carpenter to work under him."

It isn't known exactly what happened to the millwright; it could be that he turned out to be a total incompetent, or a hopeless drunk; it could be that he simply quit. In any event, the mill took a lot longer to build – and to get up and running – than anyone seems to have expected. As it didn't start shipping lumber until 1841, by which time, Stevens – whose health was getting worse – was no longer attempting to run his mill by himself. The year before, he had hired two men named Jim Moore and Norman A. Upson – to run it for him. The mill was still owned by Stevens and the St. Louis men, however, and they agreed to buy the lumber produced by the new operators.

Jim Moore would be an important man in the early history of the community that was growing up around Stevens' mill. He and his wife Eve lived on Clarke's Island, and their son, Henry, who was born there in 1845, was the first white child born in the settlement that became Wausau

Moore was an interesting man, and he had an interesting wife. I wish we knew more about them. (His wife – by the way – apparently left him to go to

California to take part in the gold rush of 1849.) Although he had been at least a lay Methodist preacher in New York – Moore acquired a reputation as a profane, foul-mouthed, heavy drinker. Despite this, he was a man of some standing in the community, and he would be on the first board of supervisors when Marathon County was organized in 1850.

Several years before that – sometime in the mid 1840s – Jim Moore went down to St. Louis looking for money – most probably to rebuild a mill that had burned down at Big Bull Falls. In that city, he met a young immigrant from Scotland, named Walter McIndoe.

McIndoe had begun working as a clerk at the age of 15 in New York City, then moved on to Charleston, South Carolina, and eventually to St. Louis. He was in his mid-twenties when Jim Moore came to the city and convinced McIndoe to loan him $500 – a transaction that turned out to be lucky – for McIndoe and for the residents of Big Bull Falls alike – because it brought McIndoe to Big Bull Falls in 1845 to collect lumber as repayment on his debt. McIndoe would turn out to be as important to the development of the area as Stevens had been to its initial settlement; besides being the main force for civic development, he was the man who would change the name of the place from Big Bull Falls to Wausau.

By 1845 or 1846, McIndoe was back again, having bought into the original mill along with a man named Charles Shuter. By 1847, he had become the sole owner. He tore down the mill and moved it about half a block further south on South Main Street. Following McIndoe's death in 1872, the mill was taken over by two Scottish-Canadian immigrants, Alexander and John Stewart.

The two brothers had at lived at Big Bull Falls in 1849 – having walked all the way north from St. Charles, Illinois – a distance of about 400 miles! Having arrived virtually penniless and on foot, they would become some of the most prominent residents, not just of this area, but of the state.

They went to work for the mill owners Goodrich, Fehely and Fleming, taking their pay in lumber, which was customary at the time, and rafting it downriver for sale. They scrimped and saved, and worked hard, until they could start buying land, and building mills themselves – that kind of thing was still possible in those days.

Alexander Stewart would be elected to several terms in the United States Congress, and their company, the Alexander Stewart Lumber Company, would become the largest industrial firm in the entire Wisconsin River valley – producing 30 million board feet of lumber a year.

When Alexander died, his estate was worth something over $10 million which – according to Richard Durbin, who wrote a very interesting book on the history of the Wisconsin River – in modern terms would be something like $600 million.

I've spent what may seem like an inordinate amount of time talking about this one mill because it is, historically, the most important mill in this region; not only the first mill on this stretch of the river, it was also the cause of settlement in what would become the area's main city; it was also, for some years, the most

commercially important mill in the immediate area. In addition, it was owned, at various times, by the two most important men in the very early history of this area, George Stevens and Walter McIndoe, and run by the third, Jim Moore.

What is more – there was another personage, of even greater historical interest, associated, although very tangentially, with Stevens' mill. That was the remarkable religious leader and visionary who founded the Mormon church – the Church of Jesus Christ of Latter-Day Saints. The connection is little more than a piece of historical trivia, but it's an interesting one.

Smith, as you may know, was raised in New York state – like Stevens and so many of the early mill operators in Big Bull. As a young man, he saw visions which led him to produce the *Book of Mormon* – which is surely one of the most remarkable religious documents of the 19th century. Smith organized his new religion in Fayette, New York in 1830. He and his followers were subjected to a great deal of religious bigotry, and a year later, they set off west in search of a place where they could practice their religion in peace, and live their lives according to the *Book of Mormon* and Smith's revelations. Everywhere they went, however, they were harassed and even persecuted. In 1839, at the time Stevens was busy trying to build his mill, the "Saints" as they were called, settled in the small town of Commerce, Illinois, which they renamed Nauvou.

A few years later – and no one quite knows how or why – Smith's community in Nauvou became a major customer of the mill at Big Bull Falls. Smith was, in fact, not only one of the first of Steven's major customers, but was one of the very few non-local customers in the early years. According to Malcolm Rosholt, the lumber shipped from Big Bull to Nauvou in 1843, may very well have been the only lumber shipped from the mill that year.

The relationship between Big Bull and Nauvou is interesting – not least because no one seems to know how it came about. In any case, it didn't last long. The Saints were as unpopular in Illinois as they had been elsewhere – maybe more so. They were also more than a little scrappy. When a dissident Mormon newspaper attacked Smith and his teaching about polygamy in 1844, Smith's followers trashed the newspaper's offices. The governor of the state ordered the militia to arrest Joseph Smith. He and his brother Hyrum were thrown into jail at Carthage, Illinois. Before long, a mob of "gentiles" as the saints called non-Mormons, broke into the jail and shot both Smiths to death.

Taking the hint, the Saints left Illinois under the leadership of Brigham Young and headed west again – eventually, of course, finding their refuge in Utah, where they founded Salt Lake City. Their departure for the wilderness must have been a blow for Stevens' mill, as it meant the loss of what may have been, at least for a time, the mill's best customer.

The second mill at Big Bull Falls was built on Clarke's Island, in 1841 or 1842. Stevens may or may not have had a hand in building this one too, but it was, in any case, soon owned by two men named Woodward and Barker. In 1860, this mill would be purchased by John C. Clarke, after whom Clarke's Island – as it is still

called – was named. This mill was apparently sold in 1883 to the McDonald Brothers Lumber Company, which failed to make a go of it, and it was sold, to pay off the mortgage, to Alexander Stewart. The third mill on the Wisconsin was built at Plumer's Island by two partners named Crosby and Loop in the fall of 1842. The location was sold to them by Stevens, who still pretty much controlled all the good water power in the vicinity. I haven't found much information on the two partners, but it is possible – and maybe even likely that one was a certain James Loop, who was married to Stevens' daughter. In any case, the Crosby and Loop mill burned down in 1844. It was rebuilt by Jim Moore and a man named Berry. It was perhaps Moore's need for capital for this project that took him down to St. Louis – and led to his fateful meeting with Walter McIndoe. Moore ran the mill until 1850, when it was apparently sold to the Pope, Green and Barnes partnership. Barnes eventually took over sole ownership, but when he could no longer keep up the mortgage, B.G. Plumer took over. It was still in existence when he died 25 years later, and it was inherited by his brother B.L. It would eventually be purchased by the Wausau Street Railway Company.

In 1849, McIndoe and Shuter, who had been acquiring a substantial amount of land and rights in the area, sold a privilege for a double sawmill to Goodrich, Feheley, and Fleming – who built a large mill which they sold to G. N. Lyman in 1853; it was later acquired by B.G. Plumer in 1865 – who also by that time owned the old Moore and Berry mill.

By 1849 – a decade after the first mill was built – according to Louis Marchetti, who "wrote the original book" on the history of the county, there were at least 14 sawmills within 20 miles of Wausau, including, of course, the mill at Little Bull Falls; at that time, the combined production of the Wausau mills was about 3-1/2 million board feet a year.

There were many, mostly small, mills on the rivers that fed into the Wisconsin near Wausau. The most important was the mill on the Eau Claire River near its junction with the Wisconsin, that was built in 1851 by Dr. William Schofield, and a certain Captain Lombard, on the north bank of the river at what is now Schofield. Dr. Schofield not only laid out the mill and the dam there, but laid out the town of Schofield as well.

When he died in 1863, the mill passed to his widow and her brother Charles P. Haseltine. They kept it until 1883, when they sold it to the Chicago lumberman E. Wellington Brooks, and his associate John D. Ross. It was for some time the most important mill in the area – and not only the only one to ship its products east, but eventually the only one to actually export lumber.

By 1860, the combined, area mills were producing 18 to 20 million board feet of lumber a year – more than five times as much as a decade before.

Mills came and went; the small mills out along the river tended to operate for a relatively short time, only to be abandoned when the trees near the river (those that were relatively easy to get at) were cut; the bigger, better financed and more sophisticated mills in Wausau tended to last much longer, getting their timber

from farther and farther away – particularly after the Wisconsin Valley Railroad reached the town in 1874 – making it the railhead for what was left of the pinery.

In 1875 – the main mills in the Wausau area were the following: The mills of The Stewart Lumber Company – including the McIndoe mill which was the successor to the original Stevens mills, the John Clarke mills, and B.G. Plumer's mills.

There were several mills built in and around Wausau over the rest of the century. Among the most important was the Leahy and Beebe mill which was built in 1883 and obtained by the Jacob Mortenson Lumber Company, or Mortenson and Stone, in 1892; this mill was the site of the first experiment with electric lighting in Wausau. It had a lighting system consisting of 5 forty-watt bulbs. People came from all around to see the magic of light being maintained without fire.

Lumbering began to reach its peak in the area in the 1890s. As we have seen, by 1849, there had been 14 mills within 20 miles of Wausau. By 1893, there were a total of thirteen mills and lumber manufacturing firms within the city limits alone. According to an article in *The Wausau Daily Record Herald*, June 30, 1972, these belonged to:

M. B. Atwater and Company, Main and Franklin Streets.
William Callon, 309 Third Street.
Day Brothers, Jefferson Street between Second and Third Streets.
Nathaniel Helby, Grand Avenue.
Leahy and Beebe, Bridge Street.
James McCrossen, Third and Scott Streets.
McDonald Lumber Company, Clarke's Island.
Marathon Lumber Company, Pine and Maple Streets.
Michigan Lumber Company, McIndoe's Island.
B.G. Plumer Mill, Plumer's Island.
J. C. Smith, Main and Franklin.
John and Alexander Stewart and Company, Main and Jackson Streets.
The Wausau Lumber Company on Main Street.

At least eight of these were actual sawmills; a few still relied on water power. What strikes anyone with a knowledge of the local geography is the fact that so many of them were in the immediate downtown area – and so many of them were very close to each other – too close, at is turned out. In 1886, a fire broke out, probably on the site of the McDonald Lumber Company that somehow managed to destroy not only the old Goodrich, Feheley and Fleming mill (that then belonged to B.G. Plumer) – but also most or all of the lumber that both Plumer and Alexander Stewart had stored in their yards – some $100,000 – worth needless to say, a very large sum for those days.

By the turn of the 20th century, the nature of industry in the area was changing; even in the logging industry itself, the emphasis was about to shift from lumber to paper. That's not to say that there weren't still many sawmills and

lumber factories in Wausau – in fact, by simple count there more than there had been before; as late as 1925, somebody counted up some 33 lumbering concerns in Wausau. But their importance relative to the overall economy of the region was diminishing. Many of the mill towns in central Wisconsin would suffer dramatically as the mills shut down. Wausau would turn out to be lucky – thanks to a group of businessmen – many of them old sawmill owners – who would become known as the Wausau Group – who would band together to bring Wausau industry into the 20th century.

But that – as they say – is another story.

Editor's Note: More detail about this subject presented at this annual meeting and the general history of Wausau and Marathon County can be found in Michael Kronenwetter's book, Wisconsin Heartland: The Story of Wausau and Marathon County Pendell Publishing, 1984 (sponsored by Marathon County Historical Society and the Wausau Chamber of Commerce.)

Sawmills of Jenny Bull Falls (Merrill)

by Michael Weckwerth

Editor's Note: Mr. Weckwerth was unable to complete his paper for this publication. His presentation covered a variety of the extensive work he has conducted on the forest history of the area around Merrill. He also displayed a scale model of a lumber raft used on the river to transport lumber in the 1800s which was made by Royal Henson. Mr. Weckwerth has indicated he is very willing to correspond with anyone interested in his presentation of the Merrill area sawmills and forest history. You will find his knowledge and records in this area impressive. He may be reached at:

110 S. Prospect Street
Merrill, Wisconsin 54452

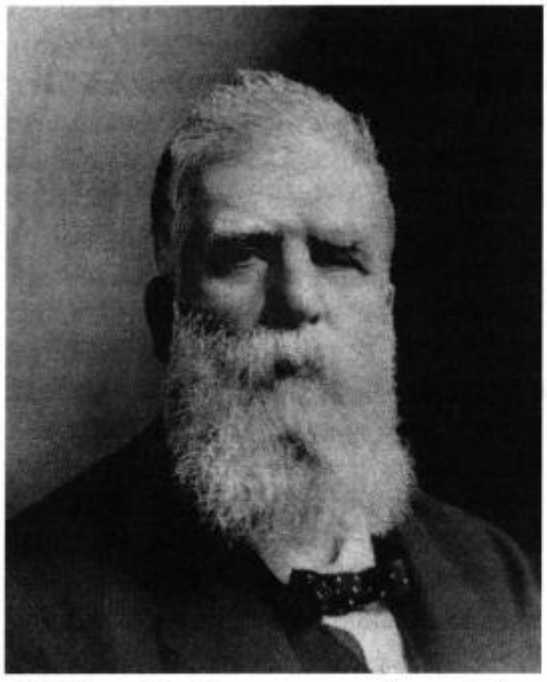
Sawmills of Tomahawk

by Irene Barradas and Dixie Zastrow
(The Tomahawk Area Historical Society)

Tomahawk, from its infancy, was a feisty, young upstart often referred to as "the Magic City." Its sudden growth was phenomenal. Unlike the slow, tottering development of ordinary wilderness towns, under the guidance of seasoned lumber giants, the settlement virtually exploded into a full blown logging and lumber center.

Official documents record the unimpressive facts that Tomahawk is a city in the northern part of Lincoln County, Wisconsin, situated in Township 34 and 35 Range 6 East with a population of 1,881 in 1890. However, these dull statistics cloak the colorful saga of burgeoning growth, arduous days and boisterous nights. Those were raucous times when hard working, hard playing, two-fisted pioneers and lumberjacks carved a city out of the "forest primeval," where once Chippewa Indians reigned supreme over the verdant forests and the profuse waterways.

Prior to 1886, the only semblance of civilization was a trading post with a ferry service established in 1858 by a French Canadian, Germaine Bouchard. It was located at the confluence of the Somo and Wisconsin Rivers. This site was known as "the Forks" or "Bouchards," Early traders, trappers and missionaries referred to the area as "Tomahawk" – some say, because a lake near there was shaped like the Indian hatchet. Bouchard operated this way-station until 1888 when it was inundated by back water from the dam being constructed two miles below by William Bradley.



William Bradley, an organizer of the Tomahawk Land and Boom Company and Tomahawk dam builder (author)

Nazaire FauFau, a former citizen of Canada was among the earliest newcomers to these untouched forests. Born in 1834, Nazaire came as a trapper at a time when Wisconsin was still part of the Northwest Territory. The dense, pristine forests and the numerous tributaries that flowed into the splendid Wisconsin River enthralled him. Realizing the value and potential of this expansive virgin woodland, he began procedures for naturalization, a pre-requisite to obtaining much coveted land grants from the federal government. On September 27,1882, FauFau received naturalization papers and in 1884 he began obtaining land grants. The first grant bore the date of January 20, 1884, and was signed by President Chester A. Arthur. Nazaire would receive several such grants in ensuing years.

Nazaire married an Indian woman,

Mary Sarvis, who had been raised in a Wausau family. Together they cleared the land and established a farm and raised ten children.

Even as FauFau was struggling to build his homestead, one of the most influential and financially successful men in the state of Wisconsin was toying with a decision that ultimately would change the future of the Tomahawk area. William H. Bradley had led an adventurous and productive life. Now at the age of 49 he was retired and living a life of luxury.

At the age of 17, Bill had left home in Bangor, Maine with his father, Daniel. They were bound for the romantic "Far West" – Michigan! Here, the young man was initiated into the tough and challenging society of loggers and lumbermen, of merchants and railroad men. His "hands-on" education served him well. Under the tutelage of his father, he engaged in lumbering in Janesville and later, in Oshkosh. These operations were educational and successful – but small and unimpressive. Bill Bradley had bigger aspirations.

By the 1870s William H. Bradley was a man of stature in the business world. Over the years he had earned a sterling reputation for his unwavering integrity and his managerial acumen. The various partnerships he formed with a group of Milwaukee and Chicago capitalists immersed him in a lucrative long-term relationship with moguls who wielded great power in the lumber and railroad world. After amassing a large fortune, Bill Bradley retired to his grand home in Milwaukee to pursue a life of ease and gracious living.

Life in the city and the comparative inactivity of retirement proved to be incompatible with the personality of this vigorous man. He was itching for excitement! **And**, he still had one unfulfilled dream! Over the years he had harbored the fantasy of building his own town. If ever he was to accomplish this dream, **now**, **now**, was the time. He had heard from his former partners of the new logging activities and opportunities that were gathering momentum in the northern reaches of Wisconsin. The reports exhilarated him. With one goal in mind, he shook off the pall of boredom. He had reached his decision! Bill Bradley was on the road to the Northwoods – and the town of Tomahawk was about to boom.

The year 1886 was a monumental period for this northern forestland. What happened was uncanny! As if carefully orchestrated, a series of inter-related events occurred that had a powerful impact on the successful beginning of Tomahawk. **First**, the signing of the state's final treaty with the Chippewa Indians took place. In this contract, the Indians agreed to live on their reservations at Lac du Flambeau and Odanah. This action freed up vast forests for logging operations in the vicinity. Soon after, the revitalized William Bradley, together with his long-time business associates organized the Tomahawk Land and Boom Company. The managerial and financial clout of the newly created Tomahawk Land & Boom Company was apparent. Fifty-one percent of the stock was owned by the Chicago, Milwaukee and St. Paul Railroad Co. and the balance was held by Land, Log and Lumber Company. The latter organization was made up of Oliver Pillbury, Bill's partner from Muskegon days and several more of Bradley's friends from Chicago and Milwaukee.

One of the first transactions of the new company was the purchase of a large parcel of Nazaire FauFau's land grant property.

Finally, the State of Wisconsin Legislature authorized Tomahawk Land and Boom Company president, William Bradley, to construct a dam two miles south of the area. In the future this dam would also make way for the pulp and paper mills that would bring prosperity to the town.

In the winter of 1886, actual work on the dam began with George Gans as the superintendent of construction. The initial purpose of the dam was to form a lake where logs could be stored before being sent to the sawmills. In this lake, too, logs destined for sawmills down the river could be sorted and separated from logs that were to remain there. Angus Buie, who later became the first mayor of the town, was in charge of the sorting works completed in 1889. His crew consisted of 100 men, and more during the summer season. Incidently, the first child born in Tomahawk was Angus' son who was named Tomahawk Buie. He was born at the Buie home located at the dam site on April 30, 1887.

The early life of Tomahawk was founded chiefly by the lumber industry. The nearly simultaneous coming of the railroad brought about a swift growth of this once sparsely inhabited land. In the spring of 1887, Tomahawk Land and Boom Co. laid out the city boundaries. Bradley hired Thomas Doyle, a Rhinelander surveyor to map out the town. The specifics of the plat map were decreed by the founding father himself. The city would resemble Milwaukee with its wide main streets and small 50' x 150' lots.

Having lived in many logging and lumber towns, Bradley had seen the reckless, roughhouse existence that was prevalent among the lumberjacks. To insure that the new citizens were exposed to fine moral and educational values, he provided the setting. He donated sites for the first schools and gave lots to all religious groups who wished to build a church. On June 25, 1887, Bradley offered the Tomahawk lots for sale at an auction in Milwaukee.

On September 15, 1887, the tracks of the Wisconsin Valley Division of the Chicago, Milwaukee and St. Paul Railroad reached Tomahawk. Sawmills quickly appeared and men who worked in them eagerly brought their wives and children to become part of the new settlement. Other industries followed and the census in 1890 showed a population of 1,816. Encouraged by the sudden growth and hoping for this town to become a major city, Bradley became the prime promoter and financier of another railroad, the Marinette, Tomahawk & Western Railroad. With its sixty-two miles of main line, the railroad brought additional commerce to the town.

In 1887, Bradley began the construction of a splendid hotel. It was named the Mitchell Hotel in honor of a dear friend and business associate who lived in Milwaukee. When completed in 1891, the hotel had the finest and most modern accommodations in the entire midwest. The dining room offered a menu and cuisine unmatched in the state. Bradley's other contributions to Tomahawk were a livery stable, a general store and a bank.

The first sawmill was built in the spring of 1888 by King & Weymouth of

Winneconne. It was sold to Bradley interests and was designated as Mill No. 1. Later, the ownership of this mill, the largest sawmill operation in the Tomahawk area, passed through two other companies. It was bought by John Oelhafen, an enterprising merchant who also was an important influence in Tomahawk's growth.

John Oelhafen was born in Germany and came to the United States at the age of nine. He learned the business of merchandising first hand in his father's grocery store in Milwaukee. As a young man, he moved to Wausau and continued as a merchant and pursued an interest in the lumber industry as well. When he heard about the flurry of activity in the new community that was developing at an unbelievable speed, he moved quickly to get involved in the exciting venture. His keen business sense and his zest for progress contributed greatly to the development of Tomahawk. Besides building the first mercantile store in town, he began a number of important enterprises. One of these was an up-to date 800 acre farm where he raised a wide variety of crops and specialized in a fine breed of livestock. He continuously operated from four to six lumber camps close to town in addition to managing the largest sawmill operation in the area. It was located west of the Marinette, Tomahawk & Western tracks, across from Bradley Park. John sold the sawmill in 1923 to the Raymond Lumber Company.

Numerous small sawmills were in business in the latter part of the 1890s. Eugene Bigelow built a sawmill on his farm 1 1/2 miles west of Grandmother Dam. Steam derived from burning wood slabs provided the power. For many years he sawed hemlock and pine which he bought from his neighbors.

Eugene Allard was a farmer, a builder and a logger. He bought Bigelow's sawmill, dismantled it and moved it a mile down the road to his farm property. Using his large cat he pulled four or five log sleighs of timber in tandem to his mill to be sawed.



Bigelow-Allard Sawmill. South of Tomahawk on Highway E. (author)

Many similar one or two-man sawmills could be found throughout the countryside. Injuries were frequent and fires were common hazards in the sawmill industry. In looking at the mills that were operating in town in the 1890s, the following is a partial list of those that were burned.

Robert Hall and George Gray of Muskegon known as Bradley Mill No. 3 – Burned in 1903.

Rodgers Mill on Foss' Island – Burned in 1903.

William Bradley's Mill at Bay Mills – Burned in 1902.

Shingle mill of Alexander Roger – Burned in 1893.

It is reported in *The History of Lincoln, Oneida and Vilas County* that at the height of the lumber industry in Tomahawk itself, the total annual cut ran from 60,000,000 to 75,000,000 feet of lumber with approximately 25,000,000 shingles.

With the depletion of the forest, the saw mill era ended.

Up to this point we have looked at just the impact of the sawmill in Tomahawk. However, neighboring settlements also experienced a surprising increase in community growth that accompanied the sudden burst of activity in the logging and lumber related industries in the vicinity.

About fourteen miles west of Tomahawk, Peter Johnson, a native of Sweden, homesteaded land that is now part of the town of Spirit. In the early 1890s, he built a sawmill on the Spirit River. There were many tributaries that made the location of the sawmill desirable. Among them were Rocky Creek, Coffee Creek, Armstrong Creek and Squaw Creek. Pete later built a shingle mill, a lath mill and a basket factory. These additions to the small settlement attracted a steady flow of immigrants in search of employment. There were so many new people moving in to work that Johnson asked for and was granted an official post office with the designation of "Graywood." The town that evolved there was named Spirit Falls. At one time, the Bigelow Company ran that mill and later, the Raymond Lumber Co. of Tomahawk took over the operation. However, the mill itself was still owned by the Johnson Lumber Co.

Pete Johnson cut 1,000 board feet for $3.00. On checking with local lumber companies, we learned that today the cost of cutting 1,000 board feet is $340.00. Pete Johnson's son, Albert, ran the mill for some time before he dismantled it and replaced it with a mill he purchased in Stratford. For many years it ran each spring and fall, chiefly as a community service. Running the mill made it possible for people to have custom-cut wood and to actually observe the whole operating procedure of the sawmill.

Matt Nick, the brother of a prominent Tomahawk businessman, Jacob Nick, was instrumental in bringing new life and prosperity to Spirit Falls. His construction of a large sawmill brought many new workers to the area. A large number of them were of German or Scandinavian descent. Matt's other holdings included the Nick Hotel, a saloon, a barn & livery stable, a box factory and shingle mill, a lumber, lath and firewood mill, and a planing mill. As with many lumber towns, with depletion of the forests, the town declined.

The scenario for the town of Harrison, ten miles east of Tomahawk, was

similar to that of Spirit Falls and many other northern towns. In the 1880s, the Wisconsin Valley Company was founded. This powerful organization whose parent company was the Brooks and Ross Lumber Company of Schofield, bought a tract of land in northern Lincoln County which had an immense stand of virgin pine trees. This magnificent untouched forest and the abundance of nearby streams that flowed into the grand Wisconsin River was a lumber baron's dream. With W. H. Bissell as the manager of operations, as well as secretary of the company, the Wisconsin Valley Lumber Co. began its harvesting of this expansive woodland. Hundreds of loggers, many with their own teams, were hired for the operation. Logs were piled near the creek banks and during the spring thaw they would be pushed into Big Pine Creek, Little Pine Creek and Sugar Camp Creek. From there logs were driven to the primary waterway, the Wisconsin River and down to the sawmill at Merrill. This scene was repeated many times. The process was the same; the site may have been different.

The once remote and tranquil pineries were teeming with lumberjacks whose equipment filled the air with sounds never before heard in that usually quiet world. The settlement named after President William Benjamin Harrison came alive. The Milwaukee LakeShore & Western Railroad served the town and in 1889, a branch was built from its main line in Pelican to Harrison. Soon the large sawmill on Harrison Lake was only 300 feet from the spur of that railroad system. Many sawmills sprang into operation. A hotel was built and a company store was open for business.

Soon immigrants arrived in search of work. However, for the majority of newcomers to this country, merely finding a job was not the goal. The possibility of



Elm City-Harrison Sawmill. (author)

owning land and their own cattle was their strongest incentive. That the logging and sawmill era would soon end here as it had in other locations was not their great concern.

Many of the immigrants were of Dutch or Belgian descent. Adjusting to the new land was difficult. Being in a strange new world, far from their loved ones, unable to understand or speak the English language was a crippling disadvantage.

A poignant – and true – story has been told of the unthinkable misadventure of Gustav DeBels and his family. In 1897, twenty-four year old Gustav moved to Harrison from Telt, Belgium, hoping to find work in one of the sawmills. His dream was to buy a piece of land and earn enough money to send for his wife Leona and their two children. At this time, the logging industry was on the wane, and he took a job working on the railroad. When he had accrued enough money, he sent tickets and all his money to Leona. Two miles from Harrison was a sawmill settlement whimsically named Gouda because of the number of Dutch people there. Because Gouda had a depot and Harrison did not, the tickets had Gouda as the destination.

When the arrival date came, Gustav eagerly went to Gouda to meet his family. When they didn't arrive he traveled by handcar to Pelican that night, hoping to find them there. For five weeks he repeated the itinerary. For five weeks his mind went wild with worry and fear.

What Gustav didn't know was that Leona and the children were detained at Ellis Island when authorities found no station named Gouda in America. It was not listed on any timetable. Finally, they were put on a train for Gouda, Canada. At that depot, because of the language barrier, Leona was unable to communicate that she was waiting for her husband; she could only adamantly refuse to leave the depot. Railroad employees brought them food and tried to persuade them to leave the station. Leona continued to repeat "Gustav will come."

Through the railroad grapevine, the story was repeated of the woman and children "waiting for Gustav." After three interminable weeks, the problem was solved. The DeBel's family was put on a train bound for Gouda, Wisconsin, and after what must have seemed a lifetime, the family was joyfully reunited. And their story is told again and again.

It was not long before the logging and sawmill era came to a close in the Harrison vicinity as it did throughout the Northwoods. The great pine forests were gone. The whine of the saws vanished and the scent of the sawdust no longer filled the air. The bustling town of Harrison was reduced to a population of 25 and the post office was moved to Gouda. And today what remains of Gouda is a simple metal road marker on Highway 86 in Lincoln County that states simply, "Gouda."

Relics of an 1840 Dam and Sawmill on the Big Eau Claire River

By John Cline

Before I start I wish to give credit where credit is due. I had a tremendous amount of assistance in researching this paper from Tom Becher.

The dam and mill site I will be discussing is located in the N.E. 1/4 of the N.E. 1/4, Section 7, Township 28 North, Range 8 East, or 2221 North Western Avenue in the township of Weston on the Big Eau Claire River. The property is owned by a corporation known as Homestead Acres. It is part of a strip of land three miles wide on each side of the Wisconsin River from Point Baussee to Big Bull Falls (or, as they are called today, Nekoosa and Wausau) ceded to the United States by the Menominee Indian Tribe in 1836.

How I learned about this dam is involved. The present resident on the land is Charles Meuret. He became aware of the dam by listening to his father talk about it. During the summer of 1983 the water in the river was low enough to see the dam. He called the Wausau Herald who sent a reporter, Jim Elliott. He wrote an article, published July 18. One of our deceased members, Jim Kaysen, made a copy for his file. A present member, Tom Becher, was looking at the file and made a copy which he showed to me. During 1997, with the water in the river low (due to opening the gates on the Schofield Dam) the DuBay dam (as it is known locally) became visible. On July 13 we stopped at Meuret's and he showed it to us.

This particular quarter section was filed on by John Hibard in 1840. There are several transactions recorded in the Register of Deeds files at Marathon County Courthouse, including one to John Baptiste DuBay on May 8, 1845. The last transfer was July 31, 1868 to Henry Meuret. It has remained in that family ever since.

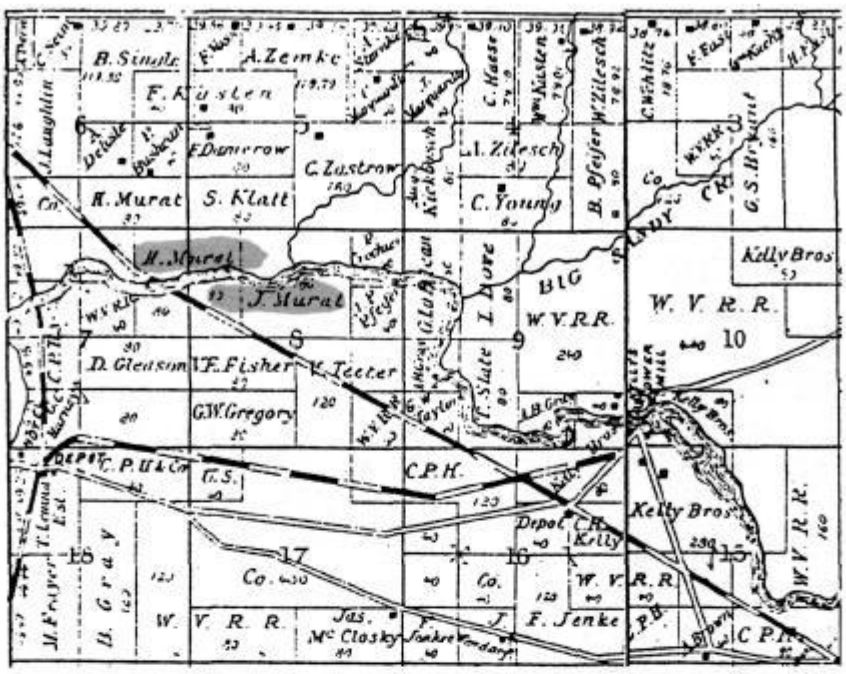
Hibard received his land patent over the signature of President James Polk on May 1, 1845.

Editor's Note: At this point John Cline left the room to return dressed as next described. He then continued his presentation in the first person of Abraham Brawley.

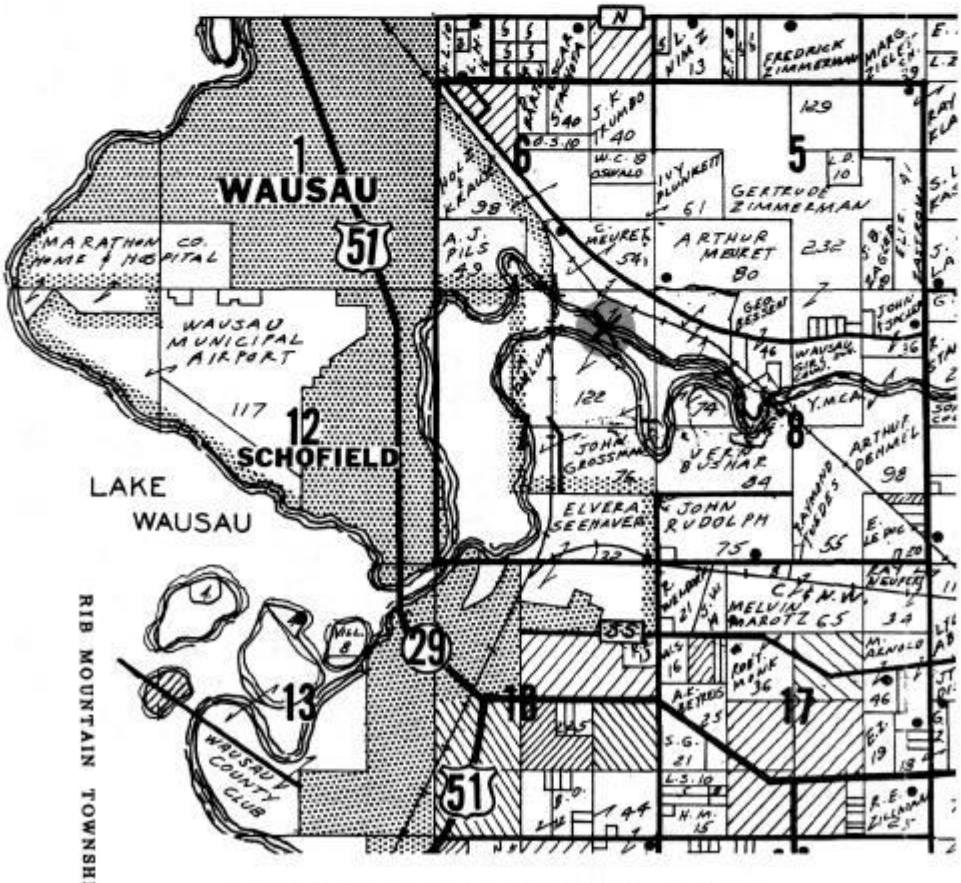
In this life I am known as John Cline: but, in one of my earlier lives I was Abraham Brawley and I wore clothing like I have on today.

In 1839 I had a sawmill on Mill Creek near Shaurette Rapids (called Stevens Point today) cutting lumber for local use. Manpower was scarce, since they preferred to farm rather than work for me for $ 5.00 a month plus board, so I built a log shanty nearby and started shaving shingles (from local cedar trees), backpacking them to settlements further south.

When Joshua Hathaway completed the survey of the six mile wide strip in 1840, the government offered these lands for sale at the land office in Mineral Point. I took a trip north to the area, looking over all the sites for a dam and mill. Since I had little funds, building on the Wisconsin River was out of the question so



Township No. 28. (author)



Location of Dam and Millsite. (author)

I concentrated on the feeder rivers. The Big Eau Claire was ideal as it was not too wide, had high banks, a rocky bottom, and a plentiful supply of rocks and logs for the dam. The spot I selected had a small island in the river to anchor one end of the dam and a reasonably level site for the mill and drying yard.

At my home base I hired a few men, loaded our canoes with supplies and tools, heading up the Wisconsin River. Then another mile up the Big Eau Claire River









Pictures of Old Du Bay taken in the summer of 1997 at low water:

Above: Side of Dam, author and Charles

Top Right: Upstream Side of Dam

we cut pine and hemlock 12 to 15 inches round into eight-foot lengths. These we stood upright across the river, holding them in place with rocks. We built up the dam on the upstream side, about five feet across, and faced it with slabs to deflect any debris floating downstream.

In the meantime, two men were building a saw pit and cutting timbers and boards for the mill building, a log chute, and the water wheel. We deepened the channel around the dam and installed the water wheel, a controlling gate and a protective device to keep debris out of the wheel.

When the mill building was completed we connected a shaft from the undershot wheel to a gear system to run the two saws, similar to the picture.

We would build up a raft of the rough cut lumber running it down river on the Wisconsin River and the Mississippi River to St. Louis and the lumber dealers. I continued to operate the mill for the various owners, hiring men, bringing in supplies and animals.

On one trip back from St. Louis in 1844 I stopped at Mineral Point, purchasing a team of oxen and a wagon load of supplies. I hired George W. Cate to drive it. At Cross Plains I obtained a small herd of cattle and hired John C. Clark to drive them. They met at Portage City and continued on together to my mill.

Both stayed on at the mill. Clark became the cook and Cate drove oxen in the winter hauling logs to the landing and working in the mill during the summer.

They each became prominent in the area with Clark owning sawmills in Wausau and Cate being a district judge at Stevens Point.

In 1847 George R. C. Floyd was a partner with DuBay in the mill's ownership. He was indebted to Jarius Fairchild, of Madison, Hugh McFarlane of Portage, a Mr. Warrens of Sauk Prairie, and Peter Motts , a total of $186.00. To pay off these debts he agreed to lease his interest in the mill to Fairchild on May 28, 1847 for 2-1/2 years. Three months later DuBay heard about it so to get his mill back he made an agreement with Fairchild to furnish him 100,000 feet of good pine lumber (1/4 to be clear stuff) by the last of September 1848, piled in a convenient place from which to raft. In return, DuBay was to receive the lease (of the mill executed by Floyd) free of rent.

That winter Fairchild sent Thomas Rathbone to look over the situation. He found 80,000 feet of lumber but DuBay insisted on a bill of sale for his indebtedness and return of the lease document. Since agreement could not be made, nothing happened. On May 28, 1848, with high water flow in the river approaching, George Paine was sent to superintend the raft building and running of the lumber down river. He was accompanied by a river crew. His last day on the road was memorable since shortly after leaving Steven's Point it started to snow, making the roads most difficult for traveling in wagons. So, they had to walk and help push. On arrival there was ten inches of snow on the ground and no barn for the horses. But, they made do. He found the Wisconsin River ice free but not high enough to raft. On the Eau Claire there was considerable ice that would require several weeks of warm weather to clear. With DuBay absent they returned to Plover, the county seat of then Portage County, which then encompassed the present Portage, Marathon, Lincoln and Oneida counties. Knowing that this was the only route north he waited for DuBay. On April 11th he wrote Fairchild explaining his problem and saying, "I feel that DuBay will stay away until good lumber running time is over. In addition, his hands (meaning me) will not

deliver the lumber." Several weeks later he wrote, "So far Brawley has delivered and we have rafted 53 thousand feet. He refuses to deliver any more without me giving him the lease but I won't until the contracted amount of 100 thousand feet is fulfilled."

His fears and suspicions of DuBay and me were unwarranted since DuBay had returned and released the remainder of the contracted lumber which by May 7th had been rafted and run over Little Bull Falls, or Mosinee, except for two pieces remaining at the mill. DuBay proved to be more than fair in his dealing with Fairchild as he turned over to Paine an extra 25 thousand feet, to be sold in St. Louis and credited to his account at the Fairchild store.

I continued to operate the mill until 1854 when our dam was flooded and the water power lost by the back water behind the Houghton and Batten Dam at Eau Claire, now Schofield.

As a result of a law suit lost by DuBay, there was a sheriff's sale to Dr. William Schofield in 1847. The land ownership at that period was precarious at best since Wisconsin was only a territory. In 1848 Congress passed a resolution setting the limits of the State of Wisconsin and admitted it to the Union. The Homestead Act was passed in 1855, allowing residents to file on specific 40 acre parcels.

Early records show a road going through the parcel which the Wisconsin Valley Railroad usurped in 1873. There was also a ferry boat which the Meurets used to farm their land on the west side of the river. The barge got away in high water and sunk when it collided with the Brooks and Ross Dam in Schofield, which is barely visible when the water is low, as it has been in 1950, 1983 and 1997.

As a post script DuBay shot and killed William S. Reynolds in a dispute over some land near Portage City in August 15, 1857.

Two murder trials were held in Madison with both resulting in hung juries. Charges were later dropped. He died January 11, 1887 and is buried in Silver Lake Cemetery at Portage.

As a result of the road passing so close to our mill and traffic on the rivers, we became the center of commerce so I was well known up and down the Wisconsin River. In 1845, I filed on land on which Stevens Point now stands and have a main downtown street named after me. I served several terms in the Territorial Legislature and after 1854 was registrar of the Land Office. In 1860 I retired from active service and returned to Pennsylvania.

At the beginning of the Civil War I formed a company of cavalry and was chosen captain. I was later captured and as a prisoner died in 1865.

Citation for Distinguished Service – 1998
South Wood County Historical Museum

In recognition of its unique exhibits that feature the history of cranberry cultivation since its beginnings in 1850 and the history of surveying and its role in the settlement of Wisconsin.

Instead of the usual assortment of logging and lumbering memorabilia, the South Wood County Historical Museum has emphasized decidedly different aspects of Wisconsin's forest history. It has two exhibits that are particularly interesting and informative. One features artifacts and photos related to the surveyors and surveying, and the second chronicles the development of the cranberry-growing industry from its beginnings in the 1850s. At the same time, the South Wood County Historical Society has not ignored the area's heritage of logging and lumbering. Currently in process is the construction of a new exhibit that highlights that era, not just in Wisconsin Rapids, but also several other cities in the immediate vicinity. Opening of this exhibit is planned for later this year.

It is noteworthy that the South Wood County Historical Society won the State Historical Society's annual Reuben Gold Thwaite Trophy in 1962 for its outstanding program of activities and museum development. The quality of its programs continues to the present and it is a pleasure to present this year's award for distinguished service to an organization to the South Wood County Historical Museum.

Citation for Distinguished Service – 1998
Joyce Bant

In recognition of her many valuable contributions, as a director and an officer of the FHAW since 1985, and as the researcher and author of a widely acclaimed study of the now extinct mill town of Knox Mills in Price County.

Joyce Bant became interested in forest history through researching the history of her own family, many of whom lived and worked in the Knox Mills – Spirit area of Price County. A paper she wrote on the now extinct mill town of Knox Mills resulted in her selection to participate in the State Historical Society of Wisconsin's Community Historians in Residence Project. Her participation in this program enabled Joyce: to complete a 60-page monograph, entitled "Culture & Continuity of Knox Mills, Wisconsin, 1864-1931." Joyce presented a condensed version of this excellent monograph at our 1986 annual meeting.

Until she moved to Hazelhurst, Joyce was a member of the Price County Historical Society and served on its Board of Directors as secretary from 1985 to 1989. She presented a slide show about the "ghost towns" of Price County at the 1987 annual meeting of that historical society.

Joyce became a member of the Forest History Association of Wisconsin in 1985. She was elected to the Board of Directors in 1988, served a two-year term as president (1990-1992) and handled publicity for three years. She served on the planning committees for several of our annual meetings and chaired the committee for our annual meeting at Medford in 1991.

Since Joyce has been so helpful to me in my own research about lumbering ghost towns, I feel especially privileged to be able to present her with our association's distinguished service award to an individual for 1998.

Minutes of
Annual Business Meeting of Members
September 26, 1998

The meeting was called to order by President Baumann at 4:15 P.M., with approximately 26 members, plus the spouses of some of them, present.

The reading of the minutes of the previous annual business meeting, October 4, 1997, was dispensed with by appropriate motion, second and voice vote, due to having been published in the Proceedings of that meeting and distributed to all members.

The annual report of President Baumann, usually given at this time, had already been given earlier in the day, due to the delayed appearance of the first speaker on the regular program because of heavy rains. Treasurer Brisson then proceeded with his annual financial report by distributing copies of his Financial Statement for the fiscal year ending June 30, 1998. He commented upon the more significant figures relating to cash assets and fund allocations. After some discussion of the substantial returns on investments from dividends and capital gains, the treasurer's report was approved by proper motion, second, and voice vote and made a part of these minutes.

Executive Secretary Fixmer then delivered his annual report on his activities and principal responsibilities. These included membership records, a number of showings of the Association's traveling exhibits, maintenance of the archives and reference book collection at the Area Research Center at UW-Stevens Point, distribution of the annual Proceedings and voluminous correspondence of the foregoing as well as a wide range of other subjects. He then concluded his report with the announcement that his resignation as executive secretary will become effective on June 30, 1999.

President Baumann requested approval of the actions of the Board of Directors and officers during the past fiscal year; by proper motion, second and voice vote, approval was so given.

The chair of the Nominating Committee, director Don Lambrecht, then reported on its slate of nominees as being Thomas Albrecht, Robert Brisson, Eugene Harm and Michael Sohasky, to succeed themselves for another two-year term. There being no other nominations from the floor, a motion, second and voice vote declared the foregoing duly elected. Due to the vacancy created by the resignation of Carl Theiler, the Committee thereupon nominated James Adamson of Green Bay to fill that position. After no further nominations were offered from the floor, the usual motion, second and voice vote declared him duly elected.

The Board of Directors had approved, at its regular meeting on August 20, 1998, an amendment to Section 1 - Article II of the Association's By-Laws, providing for the increase in the number of members comprising the Board from nine to ten. Upon formal motion and second, and voice vote, that action of the Board was approved. The President then called for nominations from the floor to fill this new vacancy. With the single nomination of John Cline of Wausau, a

motion and second was duly approved to elect Cline for a two-year term.

The Open Forum session was then begun with considerable discussion on the following topics of concern:

1999 Annual Members Meeting: Secretary Fixmer displayed a map showing the general concentration of members in various sections of the state. He pointed out that only three annual meetings had been held in the past 23 years at towns south of a line from Green Bay to Eau Claire. By the usual procedure, Secretary Fixmer was directed to poll members in the Lake Winnebago area on their preferences for the 1999 annual meeting as to site, date, theme and willingness to serve on a planning committee.

Editor for "Proceedings of 1998 Meeting": The vacancy in this position has been the result of LaMont Engle's serious surgery earlier this year: a successor is urgently needed. No volunteers at this time. All members should make contacts with potential replacement.

Reduction of Executive Secretary's Work Load: Pending the Secretary's replacement on June 30, 1999, volunteers are needed to lighten the work load of that position by "spreading" the responsibility for some of the activities handled by that office. Secretary Fixmer was requested to list details involved in each major activity for use in recruiting members to serve as assistants to his successor.

There being no additional item offered for discussion, the meeting was declared adjourned at 5:05 P.M.

Frank N. Fixmer
Executive Secretary

Annual Report of Executive Secretary

When I was relieved of my treasurer's duties almost two years ago, I thought "Now I can concentrate on matters other than the collection of money, its accounting and depositing, and compiling of financial reports." Not that such matters don't have their importance – far from it! As you have just heard, the financial aspects of operating a historical society are its life blood, especially so when an organization such as ours, which gets no funding from public or private agencies, but depends entirely on its members' dues and donations, and the income generated from investments, auctions and publication sales.

You have also heard from our President about the numerous activities that are conducted by other members of the Board as well as many from the general membership. So what remains for your executive secretary to do?

To begin with, there is always a considerable volume of mail that I receive which requires responses that more often than not involves research and copies of some documentary evidence. There are frequent requests for publications we do not have or for the purchase of specific editions of our "Proceedings." Since I am an old-fashioned two-fingered typist, those letters are far too time-consuming.

Membership records involve periodic revisions to update changes of address, dues payments and follow up reminders to temporary delinquents. A record is also kept of the "special interests" of members so that inquiries from other members with a similar interest may be put in touch with each other for further information. In this regard, also, a very extensive file is kept of newspaper clippings, pamphlets, brochures, etc., on over forty (40) subjects, ranging from archaeology to zoology, relating to our forest heritage.

With regard to our total membership, as of June 30, 1998, regretfully we had to drop 16 for non-payment of dues, despite three reminders. The cost of the 1997 "Proceedings" and four issues of "Chips and Sawdust" that were sent to them during their delinquency was therefore a waste of time and money. Happily, however, we managed to enroll 12 new members during the fiscal year, so we had a net loss of only four. That, of course, is a fact that represents only negative or stagnating growth. Hopefully, the trend so far in the current fiscal year appears to be reversing, with 17 new members already added to the roster as of September 15th. Our total membership is now approximately 240; it is interesting to note that 44 are charter members dating back to 1976, of which 18 became Life Members along the way.

Our traveling exhibits have continued to make appearances at several of the major conventions around the state, related to Wisconsin's forest history. We again participated in the annual Wausau "Log Jam" festival in June of this year, for two days, with only John Cline assisting. We were not able to attend the June 1997 event due to the lack of assistance in setting up and manning the exhibit. However, in September 1997, we participated in the Wisconsin Woodland Owners Association annual meeting at Stevens Point where viewers greatly appreciated our display of "80 years of Reforestation in Wisconsin." This year, however, we are

forced to forego appearing at that organization's annual meeting because they are meeting this weekend, and we can't be in both places at the same time. More recently, we participated at the "Logging Congress" at Green Bay on September 10-12, again featuring a photo history of *Forest Products Transportation by River, Rail & Road.*

At the October, 1997 meeting of the Board, I announced my desire to be replaced as chair of this activity and emphasized the need for better storage conditions, especially during the winter months, for the equipment and photo collections. I now repeat that statement and ask for a volunteer to take over.

Our Association's reference library continues to grow at the Area Research Center in the University Library at Stevens Point. Sporadically, we make an occasional purchase of a low-priced new book to add to that collection, but most additions are donations from Association members or staff and students at the College of Natural Resources. At last count, we had about 300 hard and soft copy books available to researchers, all entered on the Library's on-line computer catalog and noted that they are in the FHAW collection.

My report now concludes with a repetition of my announcement at our 22nd annual meeting on October 4, 1997: My replacement as secretary in the not-too-distant future was a suggestion to think about it. That "future" has now arrived and it becomes a "must" that my successor be recruited to assume the office of Executive Secretary as of July 1, 1999.

The past 24 years, from it beginnings as a visionary experiment to a viable organization of increasing influence in the preservation of Wisconsin's forest heritage, have been most interesting, educational, and enjoyable for me. However, our accomplishments would not have been achieved without the support of the Board of Directors, past and present, and the active members. I am sure that my successor will have the same spirit of cooperation with which to carry on the functions and programs of FHAW.

Thank You!
Frank N. Fixmer
Executive Secretary

FRANK N. FIXMER
Announces Retirement



Co-founder of the Forest History Association of Wisconsin (FHAW) and presently the FHAW Executive Secretary has announced his retirement from that position effective June 30, 1999. After 45 years in forestry in various functions in federal, state and industrial forestry Frank retired in 1978. Frank served his entire career in Wisconsin. Since then he has served tirelessly in the FHAW in multiple positions. In 1997, Frank was inducted into the Wisconsin Forestry Hall of Fame. Frank is a person who is dedicated to serving people through forestry. His efforts are greatly appreciated by people throughout the state, region and the country. To meet Frank is to gain a friend and acquire a bit more appreciation for forestry.

Thank you, Frank, for being so special!

Forest History Association of Wisconsin
Operating Statement 7-1-97 thru 6-30-98

RECEIPTS		
Membership Dues		$3090.00
Donations - Unrestricted		195.00
Annual Meeting		1,169.50
Auction		789.00
Sales		187.96
Reinvested Interest Income		4,783.22
	TOTAL	$10,214.68
EXPENSES		
Printing		$4,130.93
Postage/Shipping		895.17
Operations		1,818.06
Annual Meeting		924.23
Student Scholarship Award		500.00
	TOTAL	$8,268.39
	Operating Gain	$1,946.29
	Capital Donations	$1,050.00
	Life Membership	$250.00
	SmithBarney Account Gain	$86.13
	TOTAL FISCAL YEAR GAIN	$3,332.42
CASH ASSETS		
Stephenson National Bank Checking		$1,982.94
M&I Bank Certificates of Deposit		18,000.00
Stephenson National Bank CD		1,966.25
SmithBarney Money Fund		9,326.50
SmithBarney Federated Utility Fund		18,548.00
	TOTAL 6-30-98	$49,823.69
	TOTAL 6-30-97	$46,491.27
	FISCAL YEAR 97-98 GAIN	$3,332.42
FUND ALLOCATION		
Capital Funds		
General Operations		$30,137.03
Memorials		2,269.00
Scholarship		3,673.00
Life Membership		2,150.00
	TOTAL	$38,229.03
Unrestricted Funds		11,594.66
	TOTAL ALLOCATED	$49,823.69
CHECKING ACCOUNTS		
Beginning Balance 7-1-97		$1,202.90
Add: Deposits and Interest		12,048.43
	TOTAL	13,251.33
Less: Checks and Fees		8,268.39
Transfer to CD		3,000.00
	BALANCE 6-30-98	$1,982.94

Respectfully Submitted,

Bob Brisson

Bob Brisson, Treasurer

Available Back Issues of Proceedings

The price for each back issue is $6.00 plus $1.50 postage and handling.
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Secretary, FHAW, 410 McIndoe Street, Wausau, WI 54403-4746



- **3rd Annual Proceedings** - 1978
  "Tanneries and the Hemlock Bark Industry"; "Railroad Logging in Wisconsin"
  "Pulpwood Rafting on Lake Superior"
- **4th Annual Proceedings** - 1979
  "The Northern Wisconsin Settler Relocation Project"; "The Development of the Wisconsin Paper Industry"
  "The Menominee River Boom Company"
- **6th Annual Proceedings** - 1981
  "History of Logging on the Menominee Indian Reservation"; "Logging Methods in the River, Railroad and Gasoline Eras"
- **7th Annual Proceedings** - 1982
  "The Apostle Islands and the Lumbering Frontier"; "History of Logging in Vilas County, WI"
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  "A Conservation Activist of the 1930s, Mrs. Wilhelmine LaBudde"; "Demonstration Forests in Wisconsin"
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- **18th Annual Proceedings** - 1993
  "Logging Camp Subsistence"; "Sherry and Gerry Site"; "Passport in Time"
- **19th Annual Proceedings** - 1994
  "The Edwards: Father and Son"; "T. E. Nash, Friend and Founder"; "The Roddis Family:
  Their Lumber Operations"
- **20th Annual Proceedings** - 1995
  "Non-Traditional Products of the Forest, Their History and Commercial Development"
- **21st Annual Proceedings** - 1996
  "The Flambeau River Area's Forest Heritage"
- **22nd Annual Proceedings** - 1997
  "Forest History's Impact on the Growth of Tourism in North Central Wisconsin"

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"OSHKOSH – SAWDUST CITY, THEN AND NOW"

Proceedings

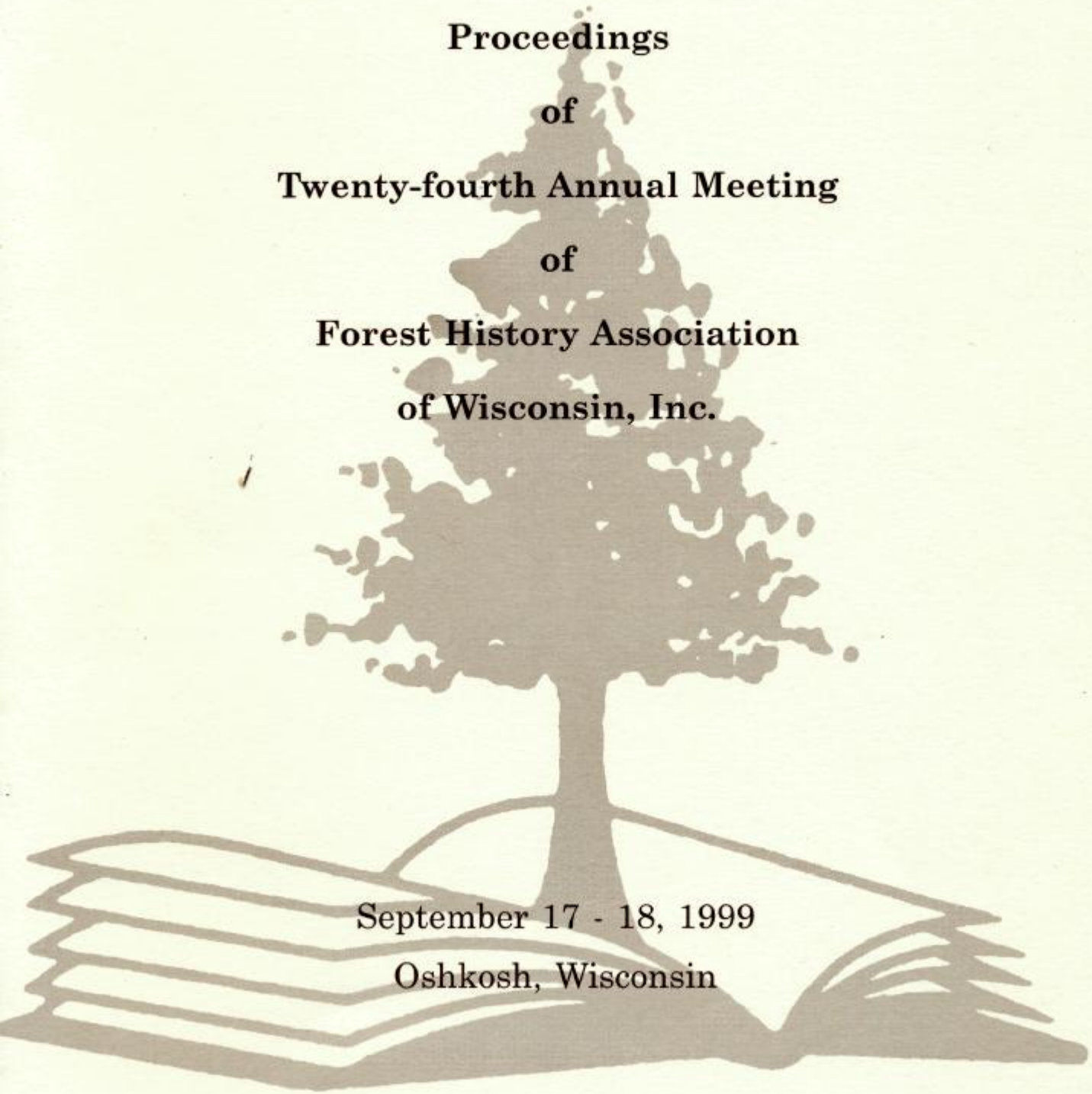
of

Twenty-fourth Annual Meeting

of

Forest History Association

of Wisconsin, Inc.



September 17 - 18, 1999

Oshkosh, Wisconsin

The Forest History Association of Wisconsin

The Forest History Association of Wisconsin had its beginnings early in 1975 when a group of representatives from the wood products industries, conservation agencies and the University of Wisconsin met to discuss a potential bicentennial project which would remind our citizens of the importance of forests in Wisconsin's past, present and future.

Their discussions led to the founding of the Association as a non-profit, tax-exempt endeavor whose principal objective would be to preserve Wisconsin's forest heritage. Membership currently numbers about 250 individuals, corporations and institutions.

A nine-member Board of Directors serves as the Association's governing body. Officers and directors for 1999-2000 are:

John A. Cline – President . . . . . Wausau
James Adamson – Vice President . . . . . Green Bay
Thomas Albrecht – Treasurer . . . . . Shawano
Robert Brisson – Executive-Secretary. . . . . Menominee, MI
Karl Baumann . . . . . Marinette
Miles Benson . . . . . Wisconsin Rapids
Frank Fixmer – Director Emeritus/Archivist . . . . . Mosinee
Eugene Harm . . . . . Cadott
Donald Lambrecht . . . . . Green Bay
Randall Rohe . . . . . Waukesha
Michael Sohasky . . . . . Antigo

The Association has published a number of booklets which will have some appeal to most forest history enthusiasts:

Proceedings of Annual Meetings -1978 thru 1998
Bibliography of Wisconsin Forest History Literature
"Chips and Sawdust" (Quarterly newsletter)
A Chronology of "Firsts" in Wisconsin Forest History
Logging and Lumbering Museums in Wisconsin

Further information on any aspect of the Association's program and policies may be obtained by writing to:

Secretary
Forest History Association of Wisconsin
410 McIndoe Street
Wausau, Wisconsin 54403-4746

The Print Shop, Wisconsin Rapids, WI 2000

Proceedings

of

Twenty-fourth Annual Meeting

of

Forest History Association

of Wisconsin, Inc.

September 17 - 18, 1999

Oshkosh, Wisconsin



Founded 1975

"The past is but prologue to the future"

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We Remember Frank

As this Proceedings was going to press we received the news of the death of Frank Fixmer in an auto accident near Frank and Ruth's winter home on April 3, 2000. Frank's car was struck broadside by one entering the highway. The funeral service was held at St. Paul's Catholic Church in Mosinee, WI, which is near the Fixmer home. It is a great loss to the family and to the Forest History Association of Wisconsin (FHAW) members and the forestry community throughout Wisconsin as well.

Frank was highly respected throughout Wisconsin for his dedication to forestry and Wisconsin. His accomplishments and 1997 induction into the Wisconsin Forestry Hall of Fame were presented in the FHAW 1997 Proceedings. Frank has been a member of the Society of American Foresters since 1935 and was elected to Fellow in 1984. In addition he has been active in several forestry organizations in the state, always doing what he could to promote good forestry in Wisconsin. The unanimous vote by the Wisconsin Forestry Hall of Fame Committee for his induction is good evidence of the respect for Frank from all areas of Wisconsin forestry.

After graduating from the New York State College of Forestry at Syracuse University with a degree in forestry in 1933, Frank came to Wisconsin. From 1933-38 he was with the U.S. Forest Service in its CCC program and on the Nicolet National Forest. It was there that he met Ruth Omholt, his wife of more than 63 years. From there he spent six years with the Wisconsin Conservation Department and assisted in the development of Washburn and Burnett County forests in Northwest Wisconsin. In 1944 he became Mosinee Paper Company's first Forest Manager, a position which he held until retirement in 1978.



Frank and Ruth Fixmer. With great appreciation for them being among us!

Frank was a cofounder of the Forest History Association of Wisconsin at its inception in 1976 and has served in the positions of Secretary-Treasurer 1976-1996, Executive Secretary 1996-1999 and Emeritus Board member and Archivist to present.

While Wisconsin forestry interests will miss Frank, his contributions will always be here.

Foreword

The following text comprises the official transactions conducted and the papers presented at the twenty-fourth annual meeting of the Forest History Association of Wisconsin on September 17-18, 1999 at the Robbins Restaurant in Oshkosh, Wisconsin.

The preparations for this meeting were largely the results of Dean Einspahr. He arranged for the meeting location, contacted the speakers and made the necessary arrangements for the tour. A special thanks to Dean for his work in preparing for a very special and successful annual meeting.

A special treat was given the attendees in the banquet speaker, FHAW's own Jerry Poprawski, seen in the photograph below presenting "The Shantyboys" and "Bull of the Woods" with the use of his collection of logging artifacts. To Jerry, a large thank you for a job well done!

The auction was one of the more successful ones undertaken by FHAW. Over $1,550 were cleared from the items donated. Michael Sohasky conducted the auction with assistance from Tom Albrecht and Bob Brisson.

For any reader who is not a member of our organization, we invite you to join us in preserving a record of Wisconsin's forest History. Write to Secretary, Forest History Association of Wisconsin, Inc. 410 McIndoe St. Wausau, WI 54403-4746.

Miles Benson
Editor



President's Report

Welcome to the 24th annual meeting of the Forest History Association of Wisconsin.

These meetings require a lot of phone calls, on-site visits, letters, arranging for speakers, a meeting site, meals, and etc. For this we are indebted to Dean Einspahr who headed up the planning committee for our 1999 annual meeting. Frank Fixmer and I were able to provide some assistance.

This has been a year of change and transition for our Directors. Frank Fixmer has stepped down as Executive Secretary. Bob Brisson is assuming the job of Executive Secretary. Tom Albrecht has agreed to become Treasurer. Frank will retain an emeritus status and establish an official archives at the UW-Stevens Point Area Research Center.

Miles Benson has agreed to become a Director to fill the vacancy created by Frank Fixmer's resignation, subject to confirmation of the membership. Miles also agreed to continue as Editor of the "Proceedings of the 1999 Annual Meeting."

The annual meeting for our 25th Annual Meeting in the year 2000 will be held in Rhinelander with Charter Member Terry Moore authorized to make plans accordingly.

Our membership remains at about 250. This past year we gained 35 new members and had 12 go delinquent. We seem to do our best recruiting new members at the Green Bay Logging Congress because it attracts mostly loggers.

Karl Baumann
President



Above, President Baumann presenting Frank Fixmer (Left) a citation of "Thanks and appreciation for 24 years of dedicated service" to the Forest History Association of Wisconsin. Frank was also declared Forest History Association of Wisconsin Director Emeritus and Archivist.

Forest History Association of Wisconsin
24th Annual Meeting of Members
September 17 - 18, 1999
Robbins Restaurant, Oshkosh, Wisconsin

THEME: *Oshkosh – Sawdust City, Then and Now*

Friday, September 17th: Field Tour

8:30 a.m – All tour participants meet at the chartered bus parked at Robbins Restaurant parking lot, 1810 Omro RD. (Conference Headquarters)
9:00 a.m. – Bus leaves promptly
9:30 a.m. – Tour EAA "Air Adventure" Museum - Guided Tour
11:30 a.m. – Lunch at the Granary Restaurant at 50 West 6th Avenue, Oshkosh, WI (On your own, from the menu)
1:00 p.m. – Tour Oshkosh Tool Company, 1402 Mt. Vernon Street, Oshkosh, WI (Logging Tools Manufacturer since 1887)
2:45 p.m. – Visit the Oshkosh Public Museum, History of Oshkosh and the logging history of the area; scale model of Paine Lumber Co.
4:15 p.m. – Return to the Robbins Restaurant parking lot; Dinner and evening on your own

Saturday, September 18th: Program

8:00 a.m. – Registration; Coffee/Pastries
9:00 a.m. – Welcoming remarks and introductions, Karl Baumann, President FHAW
9:15 a.m. – Dr. Randall Rohe, UW - Waukesha will present information on "Lumbering's Lingering Impact on Oshkosh"
10:00 a.m. – Kitty Hobson, formally of the Oshkosh Public Museum will present the story of "The Oshkosh Boys"
10:45 a.m. – Coffee Break
11:00 a.m. – Dr. Virginia Crane, of UW - Oshkosh, will discuss "The Oshkosh Woodworkers' Strike of 1898"
11:45 a.m. – Adjourn for luncheon table setup
NOON – Luncheon & presentation of Distinguished Service Awards
1:30 p.m. – Karl Baumann "Log Marks: Their History & Significance"
2:15 p.m. – Business meeting - Karl Baumann, President FHAW
3:00 p.m. – Refreshment Break
3:15 p.m. – Silent & Regular Auctions, Michael Sohasky - Past President FHAW
5:00 p.m. – Social Hour
6:00 p.m. – Dinner "An Old Time Lumberjack Meal"
7:00 p.m. – "The Shantyboys" and "Bull of The Woods," Jerry Poprawski
8:00 p.m. – Adjournment

Field Tour, Friday, September 17, 1999

September 17th was a great autumn day, with colors beginning to show, full sunshine and warm temperatures.

The tour participants met at Robbins Restaurant on the west edge of Oshkosh to begin. There was much anticipation about visiting the EAA "Air Adventure" museum, the first stop. Several wondered what one might see relating to forest history. Once inside it didn't take long to see the wooden plaques of sponsors, a replica of the Wright Brothers motorized kite amply framed with wood, or the display of propellers made of laminated wood. The history of flight and the role of wood in that history was amply shown from the first flight through the various war birds into the present. It was a worthy stop and hard to get people back on the bus.

Dinner at the Granary Restaurant was a great experience in viewing the old granary building, old farm implements and, especially, tasting their great food.

Back on the bus to visit one of the older operations in modern Oshkosh, Oshkosh Tool Company. Our tour guides were Milt Schmidt and Jack Konop, the president of the company. Oshkosh Tool Company, Inc has produced industrial speciality grade "hand tools of uncompromising quality since 1887" for industries like logging, pole-line construction and public utility industries since 1887. The company was in the Leech family for 100 years. Jack Konop bought the company in December of 1996 and is carrying on the tradition. The machines for making their speciality tools are quite dated - but work well. It was like going to a working museum. Watching the quality tools being made from raw wood and iron was educational and a treat. The company is a classic example of survival through innovation and downsizing, having been reduced from 300 to 7 people. It too was a difficult stop to finish on time.

The last stop of the day was the Oshkosh Public Museum. It could have been the whole tour. Features included a scale model of the Paine Lumber Co. The company at one time made two-thirds of the hardwood doors in the United States. The ornate woodwork of the building was special to itself. Other displays included: sailboats, fishing, picnics, camping, furniture, Chief Oshkosh's time, barn raising, silo building, maple sugaring, ducks and marshes. It was a good introduction to the next day's program.

Our Speakers



Karl Baumann

Karl Baumann, Marinette, Wisconsin - attended the University of Wisconsin at Madison. He is retired from Badger Paper Mills where he served 36 years in their forestry operations and pulpwood procurement. Karl is the 1999 President of FHAW, charter member of FHAW, has served several terms as a director, and as 1989 president. He has broad interests, experience and education in Wisconsin's forests and forest industry from his duties in Wisconsin. Karl's interest in log stamps stems from his experiences with wood procurement and the Badger Mills location on the Pestigo River. His presentation presents some interesting background into the history and use of log stamps.



Virginia G. Crane

Virginia G. Crane, Oshkosh, Wisconsin - is with the Department of History at the University of Wisconsin, Oshkosh. She was born in Spartanburg, South Carolina. Her teaching areas include: The Civil War, African American History, Women in United States History, and "Democracy" in the United States 1820-1850. Virginia has earned a Doctorate Degree from the University of North Carolina, a Masters Degree from Columbia University in New York, and a Bachelor of Arts Degree from King College in Bristol, Tennessee where she graduated summa cum laude. She has several publications. Her presentation is a summary about one of her more recent publications: *The Oshkosh Woodworkers' Strike of 1898: A Wisconsin Community in Crisis*. Oshkosh: Wisconsin Sesquicentennial Commission, 1998.



Kitty A. Hobson

Kitty A. Hobson, Oshkosh, Wisconsin - is originally from Vienna, Austria. She has earned both a BA Degree in History, and a Masters Degree in Library Science from the University of Wisconsin, Oshkosh. She is retired from 20 years of service as archivist at the Oshkosh Public Museum. Kitty has special interests in Wisconsin history, especially the Oshkosh area and its sawmills and manufacturing. Her presentation is about the early history of Oshkosh and the development of the city around the wood products industry.



Randall Rohe

Randall Rohe, Waukesha, Wisconsin - is both a past editor and contributor of this publication as well as a member of the Board of Directors of FHAW. Randall received Bachelors Degree from Carroll College in Geography, a Masters and Doctorate Degrees from the University of Colorado in Historical Geography and also has a Masters Degree from University of Wisconsin-Milwaukee in Archaeology. He has taught at the University of Wisconsin - Waukesha since 1983. His presentation is about the early development of Oshkosh, particularly as it relates to the layout of the town and the architecture of its buildings.

Lumbering's Lingering Impact on Oshkosh

by: Dr. Randall Rohe, University of Wisconsin-Waukesha

Some forty places in northern Wisconsin became important sawmill centers-yet the site and situation of Oshkosh made it one of the foremost of them. No other place in northern Wisconsin ever attained a more sudden fame as a manufacturing point than Oshkosh. From an obscure little village in 1847 with a single sawmill, it became in just over a decade one of the greatest lumber manufacturing centers in the Lake States.

Today only a couple of lumber companies active during the lumber era are still in operation. As the initial phase of economic activity, however, lumbering initiated patterns and elements that continue to the present. The period of lumbering, in fact, continues to influence Oshkosh today.



Figure 1a. West side of Main Street from Algoma Avenue, 1887 (Author's Collection)



Figure 1b. West side of Main Street from Algoma Avenue, 1999 (Author's Collection)

Since most of the town proper of Oshkosh developed around the sawmills and lumber manufacturers, it is not surprising that they notably influenced its street pattern. (Figure 1) The uncoordinated, if convenient, street pattern of Oshkosh reflects the lumber interests of the city. For easy access to mills, long streets were laid in a northwest-southeast direction parallel to the river. The angles in Hancock, Pearl, High, Algoma and Church streets, all bend to the sweep of the Fox. Between the factories on High Street, lanes led through the mill properties to the river. Only the streets leading to the bridges interrupt High Street's long extension. The location of the workers' entrance to the factories possibly determined the intersecting streets from the northeast, for the lengths of the blocks between Algoma and High vary. There was a tendency for the workers to live as near as possible to their work, which required eleven to twelve hours a day. In the intervening spaces between the factories and on the north side of High Street were boarding and lodging houses, workers' homes and small retail establishments. Algoma Street is about fifteen feet higher than the river, and here lumbermen, such as Edward Paine, Tim Crane, John Morgan, William Radford,

Orville Beach, George Paine, Tom Wall and Philetus Sawyer, built their homes in close proximity to their industrial properties. For many years this street represented the best residential line of the town.

The wealthiest of the mill owners bought lots that extended the whole block from Algoma Street to High Street and built their palatial homes in the middle of the block. As a result the blocks between Algoma and High Street are disproportionately divided. The residences facing Algoma have grounds that extend over the major portion; those facing High Street have constructed grounds and appear to hang on the edge. The deep lots, wide frontages, and pretentious houses faced Algoma; the narrow lots and more modest houses faced High Street. The prestige and political clout of the residents of Algoma Street determined the location of Central High School near the street's intersection with Jackson Road in 1868. It cost $40,000 to build and was considered one of the finest high schools in the state. It was destroyed by fire in 1901. In 1870, the State Normal School, now the University of Wisconsin-Oshkosh, was located on Algoma Street despite the existence of inexpensive and beautiful sites along the lake front. In 1879 the Read School, which still stands at 120 Algoma Boulevard, was built. As a result of its location in Oshkosh's most prosperous neighborhood, the Read School contained amenities, such as marble fixtures and central heating, not found in Oshkosh's other elementary schools.

The abundance and low cost of wood in Oshkosh found expression in the large homes that the lumbermen built. They constructed wooden imitations of Gothic pinnacles, Norman donjon keeps and Corinthian carvings. Instead of simple cut shingles, they utilized fancy cuts of diamonds, circles and other designs to roof their observatories and turrets. Many, such as those of Robert McMillen, Thomas Wall, George Buckstaff, Edgar Sawyer and Nathan Paine, still stand.

During the Lakes States lumber era, a series of different architectural styles successively became popular and these styles provided the models for the mansions that the lumber barons constructed. Of these styles the Queen Anne, which particularly lent itself to rendition in wood, probably achieved the greatest popularity among the lumber barons. Its characteristics include an irregularity of plan and massing, and a variety of surface textures, roofs and wall projections. Common to this style are shingle or clapboard siding, steeply pitched roofs with at least one front-facing gable, cut-away bays, round or polygonal turrets and wrap-around verandas. This style often has classical detailing in its columns and swag or garland ornamentation. Queen Anne houses exhibit gingerbread and fish scale-shingled walls crowned by a variety of turrets, domes and multi-gabled roofs. The houses often have elaborate porches and colorful brick chimneys.

The J.R. Morgan House at 234 Church Street shows the influence of the Queen Anne style. (Figure 2) This two-story home has an irregular plan, gable and hip roofs, a triangular dormer, a polygonal tower, a patterned masonry chimney and a front porch with stickwork frieze and balustrade. It was built in 1884 at a cost of some $12,000 by either Bell and Cole or William Waters, accounts differ. Originally the house had a taller more elaborate octagonal tower with small gables

on each side. Within each gable was a sunburst design in spindle work. The porch still has this motif in its gable. This, along with a steeply pitched roof of irregular shape and a dominant front-facing gable, shows the influences of the Queen Anne style. The house's interior shows the decorativeness of the Victorian era and includes fine woodwork throughout in a variety of woods - a hall of oak and mahogany, the parlor of Birdseye maple, sitting room of cherry, library of birch and dining room of oak and ash. The stairway, built of oak and mahogany, was considered in 1884 as one of the finest in Oshkosh.



Figure 2. The John Morgan house in 1887. It was built in 1884 at a cost of some $12,000 and today houses the Winnebago County Historical Society. (Author's Collection)

Oshkosh not only has a good selection of surviving lumber baron mansions, but a number of houses, once owned by men like George Gilkey, George Streeter and James McNair, who ran logging camps and oversaw river drives. Their homes were commonly simple yet comfortable, expressions of the same styles of the lumber baron mansions. Finally, some of the homes of the millworkers have also survived.

Generally the laborers of the lumber mills in Oshkosh built or purchased their own homes. Most of them consisted of frame, vernacular structures, either one-story or one-story with attic. On the south side of the city, a group of single, one-story frame workers' houses are located in the 400 block of Seventh Avenue. Occasionally, a lumber company purchased a parcel of land and built houses for their employees. In 1884, for example, the Paine Lumber Company purchased forty lots on James Street, near Algoma Street, to erect forty tenement cottages for the workers. An even more impressive example is the so-called Paine Row houses at 1202-1318 Summit Avenue. The Paine Lumber Company began construction of these six-family apartments as model factory housing for their employees in 1923. Each of the row houses is two-stories high with stucco siding. Their gable ends and porches contain exposed beam-ends for a half-timbered effect.

Given its industrial base, it is not surprising that the widow of one lumberman helped establish a manual training school. In 1909, Helen Beach, the widow of Orville Beach, made a $150,000 bequest to Oshkosh as an endowment for a manual training school, named in his honor. The Orville Beach Memorial Manual Training School still stands at 240 Algoma Boulevard. In 1924 the Paine Lumber Company decided to establish a bank to handle its financial needs and provide its employees and their families and dependents with a more convenient location to do

their banking. In 1925, it built a one-story stone Neoclassical-style building at 1621 Congress Avenue. After the bank failed, it served as the office of the Paine Lumber Company until 1970. The former Paine Thrift Bank now houses a law firm.

Oshkosh has been called the "Sawdust City" because of the many acres of lowland and marsh along the river that were filled in and reclaimed with sawdust. Especially during the early years, the mills produced a prodigious amount of waste in the forms of sawdust, edgings, slabs, etc. The circular saws used in most mills until the 1890s cut a wide kerf and nearly buried the mills in their own waste. Lumber companies commonly disposed of their mill refuse by dumping it in nearby streams, filling in lowlands and using it to pave streets and roads. The lumber mills of Oshkosh were necessarily located on the banks of the Fox River. Stretching for nearly three miles along either side of the Fox to its mouth at Lake Winnebago once stood an almost unbroken line of sawmills; lath, shingle, and planing mills; sash, door and blind factories, and wholesale lumber yards. The river determined the mill line; the mills, in turn, made the banks of the river. The original banks were low and marshy, and in many cases the river made projections into the shoreline. Some mills had to be built on piles driven into the riverbed and the waste and debris of the mills was used as fill. Acres were added along the river, narrowing it and making its shoreline a regular definite line, especially on the north side. Many of the streets in the sawmill district were paved with sawdust, and railroad lines and railroad sidetracks to the mills were built on a sawdust foundation. Entire blocks now stand on a foundation of slabs and sawdust.

As all lumber centers, Oshkosh suffered several disastrous fires. Between 1859 and 1875 no less than five fires swept away large parts of the city, but each time the section destroyed was rebuilt in finer style than before. In 1859 the entire city was destroyed and immediately rebuilt. In July 1874 the northern portion, including half the business center, was destroyed and rebuilt before fall. On April 28, 1875, came the worst of all the fires. It originated among the mills and swept eastward through the very heart of the city, destroying the principal business streets and nearly all the residential area east of Main almost to the lake. As a result, Oshkosh adopted an ordinance requiring fireproof construction for commercial and industrial buildings. Within months, 476 fireproof buildings had been constructed. Before snow came, five brick blocks were erected on the business streets where before there were only wooden ones. By January hardly a trace of the devastation remained. Brick and stone took the place of wood, and it was claimed that the result of the fire was an advancement in the excellence of the buildings and metropolitan appearance of Oshkosh 50 years ahead of its time. Many of the buildings on North Main Street today, including the Wolcott Block at 325 N. Main, were erected at that time.

Generally the major lumbering centers of Wisconsin did not display the ethnic segregation characteristic of some of the similar-sized manufacturing towns of the East. That does not mean, however, that some ethnic groups did not dominate certain parts of a lumber town. In Oshkosh, a Volga German community began

forming on the West Side in 1899. The community grew rapidly throughout the early years of this century, continued to practice Volga German customs, and remained cohesive through the end of World War II. The enclave began when the Paine Lumber Company hired four Volga Germans, housed them in apartments at Pearl Street, and encouraged them to invite more Germans from the Volga to come to Oshkosh. Hundreds did and most worked for Paine Lumber and settled on the West Side. A sampling from an Oshkosh city directory showed that in 1900 about 44 percent of them worked for the Paine Lumber Company. The number of Volga Germans that worked for Paine Lumber apparently increased dramatically in the next decade. A sample of a 1910 city directory listed 81 percent of the Volga Germans as employees of this firm. Another eight percent worked for one of the city's other lumber manufacturers. Between 1899 and 1914, the "West Side" developed very distinct boundaries and "became like the old homeland, Jagodnaja."

With the family as its nucleus, the Volga Germans of Oshkosh immediately developed a very tightly-knit community. They continued to speak the Volga German dialect; they sent their children to the English-speaking public schools only when required by law; they limited their social activities to family visits and religious gatherings, held mostly on the West Side; and they shied away from any political involvement. Their lives focused on the perpetuation of the family, their work, and the church.

In the years following World War II, most members of the first generation reached adulthood and the Volga German community in Oshkosh began to disintegrate, but even today the area still contains a scattering of families with Volga German ancestries.

While the great majority of sawmills and other lumbering manufacturing firms that operated in Oshkosh at the height of the lumber era have closed and their plants have been razed, a few survive in some form to the present. (Figure 3) John and Richard Morgan founded the Morgan Company in 1855 when they purchased a small sash, door and blind factory for $200. The company suffered a number of fires but rebuilt each time, typically on a larger scale. In 1889 the company bought out Carlton Foster and Company, reorganized and moved it to its present site on Sixth Avenue. The basis of the present facility is the plant, reconstructed after a fire in 1895. The company office built somewhat later, displays an interesting use of "tapestry" or raised pattern bricks. The Morgan Manufacturing complex includes three-story brick buildings, some with modern siding. In February 1998, Morgan Products Ltd. sold its last door-manufacturing facility in Oshkosh to Jeld-Wen Inc. of Klamath Falls, Oregon, which continues to operate the plant.

Edward L. Paine, who moved his sawmill from New York to Oshkosh in 1855, founded C.N. Paine and Company. By 1880 the company had built a sash-and-door factory next to the sawmill and the following year became Paine Lumber Company, Limited. The company continued to expand and by 1908, Paine Lumber Company was supposedly the largest sash and door manufacturer in the world and employed 1,800 workers. The Paine Lumber Company ceased operations in the early 1980s,

and its four-and-a-half-story brick door factory became the River Mill Condominiums.

The last of these surviving sawmills/sash and door factories is the Radford Company, located at 40 Wisconsin Street. This company organized in 1879 as a manufacturer of woodwork and other building materials (Earlier the Radford brothers had operated a small saw mill on the site.) The company built a small sash and door factory on the present site, portions of which were incorporated into later additions to the company's manufacturing plant. The Radford Company manufactured windows and other mill work until 1938, when it decided to cease production and to concentrate on distribution. In 1986 the Radford family sold this business to Dyson, Dyson and Dunn.





Figure 3. Two views of part of the present Morgan (Jeld-Wen Inc.) Manufacturing Complex which includes structures built in 1895. (Author)

At the height of the lumber industry, Oshkosh had several furniture factories. The Buckstaff Company is the only one still in operation. This company began with a shingle mill in 1865. In 1882 the company began manufacturing chairs. The Buckstaff Company still occupies the plant started in the early 1870s, with additions and remodelings, at 1102 S. Main Street. The complex consists of a number of older brick and metal-clad buildings-three, four and five stories tall.

The concentration of sawmills at Oshkosh provided economies of scale and encouraged the establishment of related industries that manufactured boilers, sawmill equipment, engines, logging tools, and iron and steel products needed in logging and lumbering. While a number of manufacturers of logging tools operated in Oshkosh, two became especially well known and eventually merged. Albert Sanford began working as a blacksmith's apprentice at the age of thirteen in Ohio. In 1846 he moved to Wisconsin and worked as a blacksmith, log driver, and then

relocated to Illinois where he was a shopkeeper. In 1849 Sanford moved to Oshkosh and operated a blacksmith shop for seven years. He engaged in teaming for four years and then left Oshkosh for a number of years. When he returned, he again operated a blacksmith shop and manufactured mill, boat and logging tools. By the 1880s, Sanford had a factory producing all the tools used in the Lake States for rafting and handling logs. In 1886 with Elmer Leach and H.B. Harshaw, Sanford organized the A. Sanford Manufacturing Company with a capital stock of $12,000, to manufacture logging tools and lumbering supplies. He invented and secured patents on some fifteen different tools and appliances in the United States and five in Canada. In 1889, Sanford sold his manufacturing plant to J.S. Fraker and the company became A. Sanford Logging Tool Company. An Oshkosh City Directory for 1895 lists the officers of the A. Sanford Logging Tool Co. as G.W. Roe, president, Leander Choate, vice-president, J.S. Fraker, secretary and treasurer.

While Elmer Leach purchased an interest in the Sanford Manufacturing Company in 1885 and became its secretary, in February 1887, he resigned. Shortly thereafter with Christian and John Nygaard, he formed the Oshkosh Logging Tool Company (a.k.a. The Oshkosh Lumbering and River Driving Tool Association). When A. Sanford Logging Tool Company bought out the Sanford Manufacturing Company in 1889, Elmer Leach was one of the stockholders of the new firm. The increasing size and strength of Oshkosh Logging Tool coincided with its slow absorption of A. Stanford. The merger began as early as 1899 but was not entirely consummated until 1912. In 1900 Oshkosh directories show Oshkosh Logging Tool and Sanford Logging Tool as sharing the same address - 62 Pearl. In 1904 the Oshkosh Tool Manufacturing Company was incorporated with a capital of $250,000 and Elmer Leach as president. Between 1903 and 1905, the company built a 125,000 square foot plant at a cost of nearly $80,000 and increased its work force from 75 to nearly 300 men. By 1908 Leander Choate, vice-president of Sanford Logging Tool and C. Libbey, its president, had become vice-president and secretary-treasurer, respectively of Oshkosh Tool Manufacturing.

Finally, in late 1911 both Sanford Manufacturing and Oshkosh Tool Manufacturing Company were dissolved and replaced by the Oshkosh Manufacturing Company. While the company continued to produce a significant variety of lumbering tools, its product line was diverse, rather than specialized, with its mechanical line, especially trucks and wagons, becoming increasingly important. By 1919, the company was one of the five largest employers in Oshkosh. In 1923, a final name change took place. The Oshkosh Manufacturing Company became the Leach Company. While the company is better known today for making garbage trucks, it continues to produce logging tools in the tradition of its forerunners.

Although the lumber industry passed its peak in Oshkosh before the turn of this century, its impact on the city lingers. In the examples cited and others, lumbering's influence on Oshkosh is apparent through its street pattern, population characteristics, current manufacturing companies, extant lumber company structures, lumber baron mansions and mill workers' homes, and literally even the foundation that parts of the city stand on.

The Oshkosh Boys

by: Kitty Hobson

Before I can tell you about the Oshkosh Boys, I must introduce you to Oshkosh. It's located on the western shore of Lake Winnebago at the entrance of the Fox River. (Figure 1)

It was in 1795 that Oskoss was born: not the village but the man after whom it was named. He was a Menominee, the grandson of the Old Chief, whose village was on the shore of Lake Winnebago. His name was Oskoss or Oishkoss, which has been translated as *nail* or *hoof* or *brave*. Translations were notoriously poor in those days.

The first written information states that during the War of 1812, Oskoss, as a 17 year old, was among the Indian allies of the British when they took Fort Mackinac.

The French had governed this area from Canada for 93 years, until they were defeated by the British. The British took over for the next 31 years and it was only after the War of 1812 that the United States was strong enough to assert its authority in this area.

The next time that we hear of Oshkosh is 15 years later, when Lewis Cass was Governor of the Michigan Territory that contained Wisconsin. The Governor needed a representative to sign treaties in the name of the Menominees, and he appointed Oshkosh as Head Chief to fulfill this task.

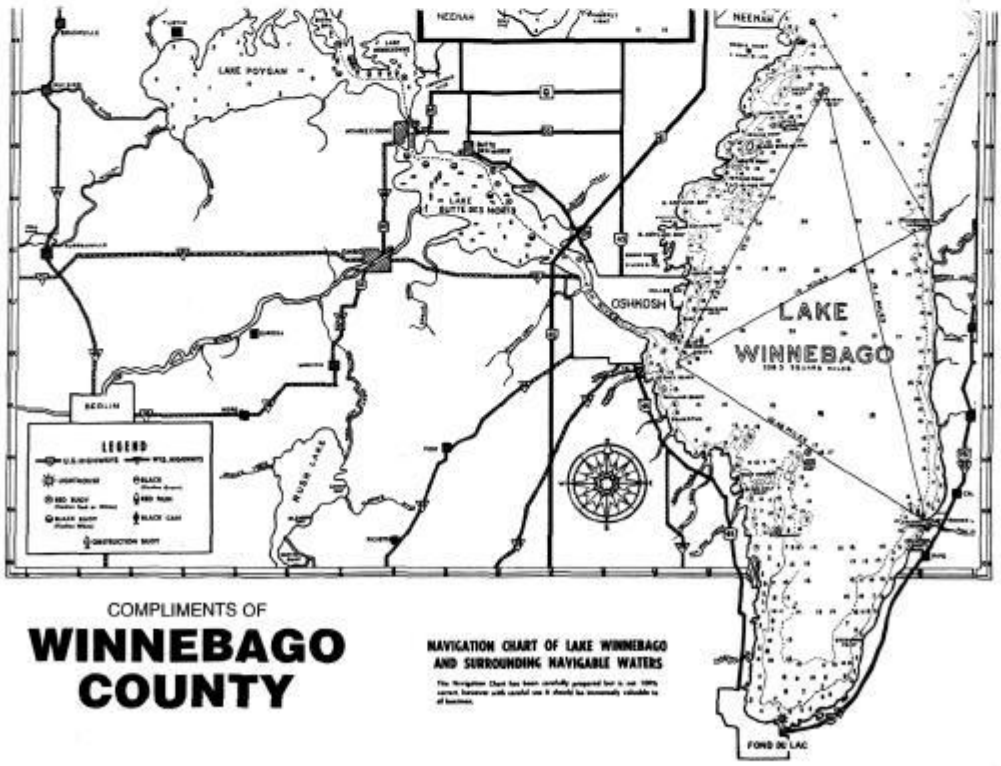


Figure 1. Oshkosh is halfway up on the west side of Lake Winnebago.

It was the Treaty of Cedar Rapids to which Oshkosh, among other chiefs, affixed his mark. Signed at the present site of Appleton it ceded four million acres north of the Fox and west of Lake Winnebago to the United States and opened the land for settlement.

In return the Menominees would get payments of $5000 a year for four years and $6000 a year for 12 years; while the Menominees were to pay for being 'civilized' by five farmers at $300 each per year and five female teachers at $60 per year. The pay grounds for these annual payments was at Lake Poygan.

Webster Stanley arrived in Green Bay in 1834 and got to know the area when he was employed to transport supplies for the Government from Fort Howard to Fort Winnebago. He acquired the ferry that James Knaggs had established at the mouth of the Fox River.

When Governor Dodge returned from signing the second treaty with the Menominees, he used Stanley's ferry to cross the river and told him that the Government had bought the land north of the Fox River. Although the treaty had not yet been ratified by Congress, nor the land surveyed, Webster Stanley and his father-in-law Chester Gallup made preemptive claims: Chester Gallup for 170 acres and Webster Stanley for the adjacent 118 acres from what is now Main Street at the site of the Convention Center to the lake, then east half a mile and back to the river. The price was $1.25 per acre.

Stanley had to borrow the money, pledging his land as security. Before his payment was due he knew that he would not be able to repay the full debt, including interest at 12%. Stanley went to Fond du Lac to get another loan. The new lender promised to come and have Stanley and his wife sign the deed, but instead went to the original mortgage holder, paid him off and took the land. Webster Stanley appealed all the way to the State Supreme Court and won his case, but could not get possession of the land.

Henry Gallup, together with his brothers Amos and John, made a trip from Green Bay to Knagg's Ferry and looked on both shores of Lake Winnebago for a suitable site to settle with their family. At first they shared a house with their in-law Webster Stanley and his family, until he built one the following spring.

In 1836, when Stanley acquired the ferry, George Wright and his 17 year old son William were busy erecting a gristmill and a sawmill for the Brothertown Indians on the eastern shore of Lake Winnebago. In spite of being warned of the danger, Mr. Wright crossed the Lake on the ice to look at the new settlement on the western shore and liked the location.

With lumber cut at the mill that they had just built, William Wright and a Brothertown Indian took an oxcart and started the slow journey across the lake on a bitterly cold day. Night fell and they were guided by a bonfire that the settlers had built on the shore. As they approached Mr. Gallup, who had just settled there with his three sons, came out and told them to run to his house, while he and an Indian brought in the wagon. William Wright tells of his gratitude to Mr. Gallup in the memoir that he wrote for his family as an old man. Unfortunately he did not live to finish the whole story.

Between 1820 and 1850 the population of the U.S. more than doubled and a great migration to the north and west of the Ohio River started. The construction of the National Road and connecting roads helped, as did the new canals. The most important was the Erie Canal, completed in 1825. It carried most of the westward migration. The area of Wisconsin was one of the targets of the immigrants. In 1836 Wisconsin had 11,000 inhabitants, in 1850 it had 305,000, twenty-seven times as many people in 14 years. In Winnebago County the census of 1840 showed 135 inhabitants, the census of 1850 enumerated over 10,000. 1834 saw a happy event, the marriage of Joseph Jackson and Miss Emeline Wright took place in Athens – the name that the Yankee settlers had chosen. The other two tiny clusters of houses went by the names of Algoma and Brooklyn which was on the south side of the river.

The following year it was decided that a post office was needed. Up to that time the mail had been carried on foot or by horseback to and from Green Bay, not that a post office would change that. To get a post office the place needed an official name.

The *History of the City of Oshkosh*, published in 1867, says: "The first conflict of opinions was the choice of a name by which the city should ever afterwards be known. In 1839 a meeting was called and the voters, from Butte des Morts to the lake, assembled. The inevitable jug was under its favorite bush. Mr. Evans furnished a box of cigars. All being ready, the informal ballot brought out the names of Athens, Fairview, Osceola, Oskosh and Stanford. Many a bit of eloquence was displayed. At length the jug under the bush was heard from, resulting in the choice of Oskosh by a small majority and as usual this was declared the unanimous voice of the meeting. The original name was Oskosh and never Oshkosh. The territorial legislature had the opportunity to fix the orthography of the name in accordance with its original manner of pronunciation, but it was allowed to remain as reported from the meeting." It seems that the little brown jug had something to do with the spelling.

The same year the first sawmill was built in Algoma. Unfortunately it burnt down before it could saw any wood, but it was soon replaced, the first of many sawmills here.

Innovations now followed each other rapidly. The first school had 6 pupils and Emeline Cook was the teacher who, unfortunately for the progress of education, soon married Henry Gallup.

Captain Hotaling had been invited by the merchants in Green Bay to bring a steamboat that he had been using on the Hudson and the Erie Canal and start steamboat navigation on the Fox River. After arriving at Green Bay the captain and his crew, consisting of his 14 year old son and one sailor, started up the Fox River. When they came to the Grand Chute, in present Appleton, they first tried to guide the boat around the rapids with lines and poles. When that proved impossible they unloaded the boat completely, took the engine ashore, hoisted the hull up and tried to move everything on rollers made from tree trunks. They were able to move them ten feet and then gave up. With the help of some Winnebagos

and their knowledge of the river, the steam engine and other vital parts were transported to Brothertown where, with lumber from the newly finished mill and the skilled help of the Brothertown Indians, a new hull was constructed. William Wright helped with the work, as he said, not for pay but because he wanted to have this new, better, means of transportation. The engine was installed and the "Manchester" began the steamboat era on Lake Winnebago and the Fox and Wolf rivers.

1848 was a great year for Wisconsin. It became a state and Oshkosh, as head chief of the Menominees, ceded all their lands in Wisconsin. They were allowed to remain in the area "until the land would be needed.."

1849 saw a grist mill and a float bridge - a contraption of tree trunks planed flat on the upper side and roped together, with flimsy handrails on either side. It could be floated down the river to open the way for boats and then laboriously winched shut. It was an adventure to walk across it, especially in windy weather when the water splashed up between the planks and the whole contraption showed similarity to a roller coaster, but it served its purpose for many years.

The Fox-Wisconsin canal was opened, making the last link of the waterway between Green Bay and the Mississippi.

In 1852 the Menominees were notified that the lands they had ceded were now wanted for white settlement. This notice could not have come at a worse time. It was November, the river was beginning to freeze, making travel hazardous. Chief Oshkosh did his best to organize the trip to Keshena, but many died on the way, there was no time to plant a crop for the following year and a time of misery and starvation followed.

After a slow start, immigration accelerated. The settlers came to farm; first wheat, then clover and fruit, mixed farming and stock raising. Later cheese production became a staple. Most of the cheese was shipped out of state and wool and hops were plentiful.

1853 was the year that Oshkosh became a city, population about 2,200. During the following two years the number doubled and by 1856 there were 15 saw, shingle and planing mills and sash and door factories. About 30 million feet of lumber was manufactured. There were two grist mills and one machine shop. There was also the first big fire, which destroyed a planing and lumber mill, the foundry and machine shop and the Sons of Temperance hall.

What was life like in Oshkosh of that time? The two bridges, the one on Main Street and the one up the river, to Algoma, had to be opened frequently for the busy steamboat traffic. The steamboats would blow their whistles a mile away, to give the bridge tender time to open the bridge - that could take ten minutes in heavy weather. Everyone could tell which boat was coming by its whistle.

Lumber camps were within 20 or 30 miles of town. Provisions were sent North in the fall, with the first snow the lumberjacks followed. They spent the winter in the pineries, felling trees and building ice roads, where the oxen pulled enormous loads of logs to the side of streams. With the thaw the river drives began – dangerous job, especially when a log jam had to be cleared; testing the agility of

the river men and their experiences in knowing just which logs had to be moved to get everything moving again.

Most of the boys returned to Oshkosh with the spring, the season's wages in their pockets, ready to spend their money on new clothes and trinkets for wives or girl friends. Many of them also headed for the saloons that lined the east side of Main Street. No respectable woman would walk on that side – the 5 cent side, named after the 5 cent glasses of beer liberally dispensed to the young men, who gave Oshkosh the name Sin City with their rowdy behavior. When their money was gone it was time to sign on for the summer season's work at the sawmills and factories that turned wood into match sticks or doors, laths, furniture, barrels and other goods manufactured in Sawdust City.

Woodworking was not the only occupation. Fishermen settled along the lakeshore. Five to six hundred pounds of fish could be caught in one night. After the railroad came in 1859, catfish was sold to buyers from Chicago at 5 cents a pound, while sturgeon fetched 6 cents.

In 1857 the Wolf River Boom Company was founded. It made a cutoff or canal from 1/8 mile above Lake Poygan to Boom Bay at a cost of $20,000 for the cutoff and booms. This facilitated making up fleets of logs ready for towing. Each owner stationed men all along the booms, hundreds of men stood at their posts watching the passing logs. When a log with their owner's mark came they kept it to fit into a raft and they shoved all others downstream to the next boom. When a raft was complete it was pushed across the channel. Two and a half miles of river and two miles along Boom Bay were used for making up the rafts of logs and 60 companies were engaged in getting the rafts out. Half a million logs passed through the cutoff in one season. Two thousand men were engaged in the logging business and 300 did the rafting at the Bay. Their average pay was $2 a day.

Fleets containing 2 to 3 million feet of lumber could be handled through the lakes by a single tug. This was accomplished by a local invention, the *grouser*. A tug fitted with a grouser had a large log fitted vertically which could be dropped through the bottom of the tug to bury its metal spike in the lake bottom. A winch would then draw the towrope fastened to the log raft almost to the stern of the tug. Before the raft lost all momentum the grouser would be hauled up. The tug would proceed to the end of its tow rope and the whole process would begin again. In the river the fleets of log rafts had to be divide into single rafts again to make it through the bridges.

1858 saw the end of an era: Chief Oskosh died at Keshena, aged 63.

The next year a great many things happened: the population had risen to 10,000; there were 15 steamboats on regular routes on the Lake and rivers; the city had 11 churches and 10 hotels and there were 30 miles of wooden sidewalks.

A great fire destroyed most of the business district again, which was again speedily rebuilt. The railroad arrived and with it the first railroad accident. As guests were taken on a pleasure trip to Milwaukee the train hit an ox, some cars derailed and there were 7 dead and many injured.

1861 saw one improvement, the railroad bridge across the river; it also was

the beginning of an even more important event: the Civil War. It lasted four years and like all wars brought both tragedy and profits for some. In this case, Oshkosh profited because the army needed wood for building barricks and for railroad ties.

After the Civil War ended there was a period of adjustment, and by 1873 there were 24 sawmills, 15 shingle mills, 8 planing mills, 7 sash and door factories, 2 match factories, 2 furniture factories, 2 shipyards, 2 carriage and wagon works, 60 establishments run by steam power, machine shops manufacturing steam engines and circular saws and other lumber tools: all part of the prosperity of Sawdust City.

In 1874 fire destroyed a large part of the business district and in 1875 fire destroyed all of the business district. This was the most extensive fire that Oshkosh had experienced and a new building code allowed only fireproof brick buildings to be erected downtown.

By 1876 rebuilding was in full swing: 112 fireproof stores, two hotels, 15 factories, two schools, one opera house, two banks, five churches, 56 frame stores and 284 residences were either finished or under construction. 15,000 railroad cars loaded with lumber were shipped out, as well as lath and shingles, in spite of the fire. Oshkosh was well under way: the second largest city in Wisconsin.

The men who made Oshkosh their home during the logging and sawmill era would not have minded being called "The Boys from Oshkosh." Most of them had come from other places, but Oshkosh was their home of choice and they were proud to be part of this thriving city that their work had built.

The Oshkosh Woodworkers' Strike of 1898

by: Virginia Glenn Crane

One of the most important strikes in Wisconsin history occurred in 1898 in Oshkosh, Wisconsin, the Sawdust City. At the time, the largest and most profitable local woodworking industries were seven companies manufacturing doors, window sashes and blinds, and the Paine Lumber Company was the largest of the seven.

There were about 2,250 woodworkers in the industrial labor force in the city and about 35% of those worked at Paine. When militant labor unionism spread into the Midwest in the 1880s, the Paine Company discharged 100 of its employees – apparently workers identified as local union activists – and began recruiting a cheap labor force in eastern Europe, paying passage and promising company housing to lure foreign workers into the Oshkosh labor market. By 1891, there was a large enough pool of cheap foreign labor in the city to enable the manufacturers to cut wages 10%. When a Panic in 1893 brought about a severe depression, there was another 10% cut and then another until the wages of woodworkers in the local community were lower than in any other city in the United States, and the international labor press began to call Oshkosh the "white slave labor capital" of the world. Employees in the door factories made $6-$7 a week at a time when local brewery workers made $12-$15 and woodworkers in other cities averaged about $1.50 a day. In addition to low wages, technological unemployment and competition from women and children (Figures 1 & 2) who were paid half of what men were paid threatened woodworkers' job security and long held patriarchal values. Working conditions were dangerous as well, but never received as much attention from dissatisfied employees as what they perceived as dehumanizing work rules at the sash, door and blind factories. Indeed, conditions at the Paine factory were so harsh that they were compared by one union sympathizer to a prison – the only difference being that the inmates of the factory were not allowed to sleep on the premises.



Figure 1. Child Laborers and Other Woodworkers at the Paine Mill

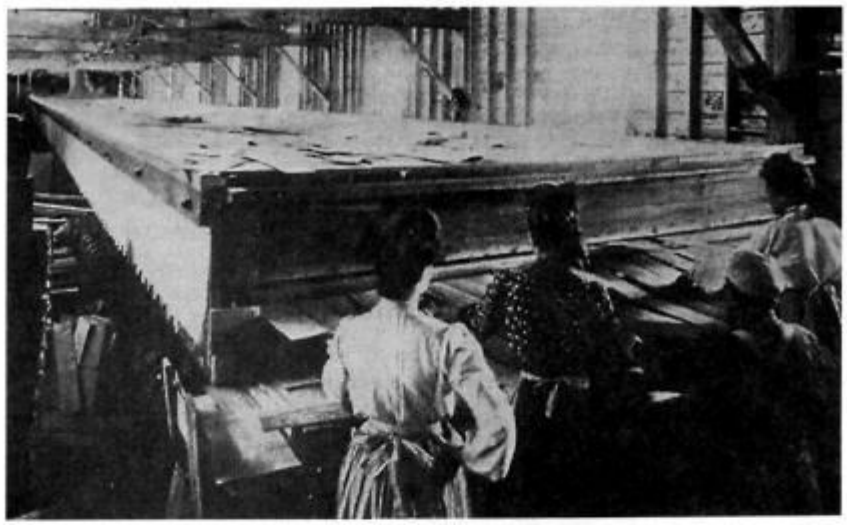
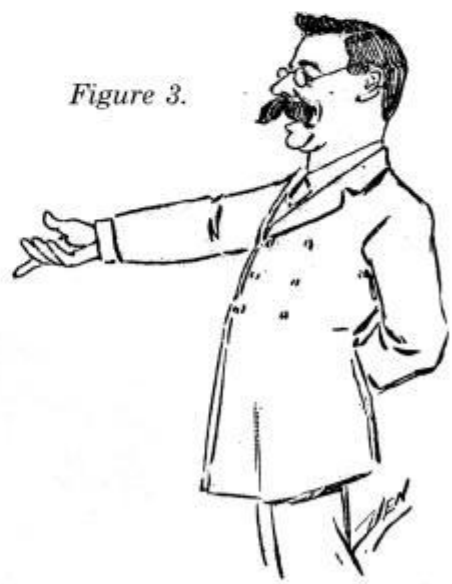


Figure 2. Women Woodworkers at Paine.

As in other industrial centers, a strong union movement developed in Oshkosh among skilled laborers in the early 1890s, but woodworkers were divided among themselves and were unaccustomed to assertiveness in face of employer power. They came from a number of different ethnic groups and lived scattered throughout the thirteen wards of the city and were thus divided by language, culture and geography. Germans made up the bulk of the local population of industrial workers but, even though that dominant ethnic group shared a common language, they were divided from each other by provincial and religious differences and by date of immigration to the United States. These cultural divisions were eventually overcome by solidarity in labor unions and, by 1892, Oshkosh was second only to Milwaukee in union activism. A machine woodworkers' union was organized in the early 1890s and it affiliated with the AFL and the Chicago-based Amalgamated International Woodworkers' Union. Thomas I. Kidd, a Scottish-born organizer, (Figure 3) was head of the woodworkers' international and he began making regular visits to Oshkosh to educate factory workers about the advantages of collective bargaining. By 1897 there were four local woodworkers' unions centralized under a council, and by the following year, a majority of employees in the seven sash, door and blind factories were union members.

Figure 3.



Thomas I. Kidd

In the spring of 1898, just as a labor union culture was emerging in town, the local economy began to recover from the long depression. Individual woodworkers were emboldened to ask their bosses for wage increases, but most were

refused and threatened with dismissal. Single men without houses or families in Oshkosh began to leave town to seek work in other wood manufacturing centers and, to prevent a wholesale defection, the local millowners promised pay increases. The first was scheduled for March 1, 1898, but the promise was not fulfilled nor did increases promised for April 1 and May 1 materialize. Just about that time, the Spanish-American War broke out and caused the price of food, fuel and other necessities to increase suddenly and sharply.

The woodworkers' unions called a mass meeting to deal with the crisis and the members voted to send a letter to the seven sash, door and blind companies asking for a $1.50 minimum wage, a weekly pay day, recognition of the union and the removal of women woodworkers from the factories – a curious scapegoating that ignored the wage depression caused by child labor and demonstrated that, at the outset of this conflict, there was no woodworker solidarity across gender lines.

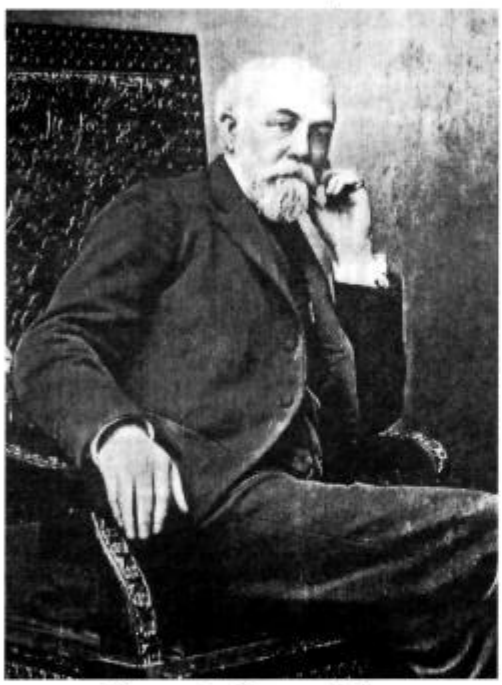


Figure 4. George Paine (Author's Collection)

George Paine (Figure 4), for whom the idea of labor unions was unthinkable, "referred" the letter with demands to his wastebasket and organized the other manufacturers for joint action against their organized employees. In response, the woodworkers' unions voted to strike, and about 1,600 of the 2,000 or so employees of the seven targeted companies walked off the job. The strike began on May 16, 1898, and lasted fourteen weeks – a long, hot summer for Oshkosh.

The millowners fired the strikers, tried to operate the mills with skeleton crews of managers and a handful of loyal employees who stayed on the job and started recruiting replacement workers in Milwaukee and Chicago.

Thomas Kidd moved to Oshkosh for the duration of the strike and provided the primary leadership for the union. He organized regular mass meetings and brought in outside speakers to maintain striker morale. Early on, he invited the wives of the strikers to come to the meetings and there sought to encourage them to endure the short term income deprivation caused by the strike in order to gain the long term benefits of collective bargaining. He repeatedly enjoined idle strikers not to loiter in the streets or congregate in taverns or engage in violent confrontations with strikebreakers. Pickets were organized to patrol the mill gates to stop replacement workers from taking their jobs and to persuade non-union workers to walk out and join the strike. "Hospitality committees" met the Chicago and Milwaukee trains and turned back newly hired replacement workers. They were so successful in that effort that in the long run the bulk of the strikebreakers were local woodworkers who lived in the

same neighborhoods and were sometimes members of the same church congregations as the strikers they opposed.

Strikebreakers were called scabs by the strikers and were subjected to various forms of harassment by demonstrators as they walked to and from the factories. They were hooted at and called names; they and their wives and children were treated like outcasts; and some of their houses were smeared with tar. Some of them began to carry guns despite a local ordinance against concealed weapons. Despite that danger, union members gained confidence and, as the weeks wore on, more and more scabs stayed home and, in the absence of an adequate work force, several of the factories closed.

When the manufacturers' initial anti-strike tactics failed, they began to use press propaganda to spread stories of disaffection and weakening in the ranks of the union. They tried to coerce, coopt or bribe individual skilled workers to return to the factory floor. They hired Pinkerton detectives to act as spies, saboteurs and provocateurs. As demonstrations against scabs became more common and the local police gave indications of identifying with the strikers, the manufacturers had their allies in local government arrest pickets, prosecute demonstrators and hire deputy sheriffs to protect strikebreakers.

The strikers' wives thereupon adopted a strategy of their own to close the mills. Assuming that police and deputy sheriffs would hesitate to imprison or use billy clubs on the mothers of children, they armed themselves with baskets of rotten eggs and bags of salt, sand or pepper, marched en masse to the factory gates and hurled their domestic products into the faces of scabs and deputies as they went to and from work. During one of these massive, well organized women's demonstrations a striker was killed by a company employee and the demonstration turned into a riot.

The city's mayor, who was a Paine Company executive, responded by requesting that George Paine's friend, the governor, send in the National Guard to stop the rioting and break the strike. Units of infantry, artillery and cavalry were diverted from the war against Spain to Oshkosh and, armed with Gatling guns and other heavy armament, marched into town and made camp at factory gates in the mill districts. The military occupation lasted a week during which time the mills were reopened, women accused of rioting were arrested, strikebreakers were deputized, and an armed law and order league was organized by George Paine's son-in-law to protect the factories when the soldiers departed.

Military occupation and armed upper class vigilantes did not break the strike and were no match for the working class female combatants in this contest. When the heavy guns were removed, the rotten eggs were brought out again and used in renewed scab attacks at the reopened mills. While some working class women served as warriors on the street others organized themselves for political action, demanded meetings with the mayor and with George Paine, and there asked pointed questions and criticized the status quo.

As the strike wore on, survival became foremost for the strikers and their families. Strike benefits were inadequate to maintain households and poor people

had no savings. Thus, throughout the summer of 1898, woodworkers and their dependents suffered severe privation. Some responded by leaving town temporarily to find wage work. Others, aided by the union, abandoned Oshkosh altogether and migrated with their families to other woodworking centers more hospitable to workers and labor unions. Some moved permanently to farms or took up non-woodworking industrial occupations elsewhere. Those who remained on strike all summer improvised survival techniques – gardening, fishing, clamming, gathering berries, catching frogs and trapping rabbits for food. Strikers from large households with multiple incomes from a variety of local non-woodworking establishments were able to hold out because the family wage continued even when money from the sash, door and blind factories dried up. The union asked and received food, credit, donations and other aid from local farmers, co-ops and retail merchants and, interestingly, middle class Oshkoshians tended to support labor rather than capital in this conflict which increasingly devastated the local economy. The city market had laborers' day sales and distributed bruised bananas free of charge. Main Street merchants let credit accounts run up. Numerous landlords were patient with non-payment of rent and chose not to evict striking tenants. Two of the three local newspapers deplored strikes but recognized the woodworkers' need for a "living wage" and reported union news sympathetically. With such support from family, union and community, the strikers endured.

George Paine, frustrated by the ineffectiveness of his prosecutions, guns and spies, eventually had his attorneys charge Thomas Kidd and two local union members with a civil and criminal conspiracy to injure the business of his company. Clarence Darrow, the preeminent labor lawyer in the United States at the time and one of the most famous trial lawyers in American history, was sent by the union to Oshkosh to defend the woodworkers and the union. During the course of the court proceedings and in a widely publicized two-day final summation, Darrow lauded the working class and provided the lasting word on George Paine, painting him in the colors of Milton's Satan: ruthless, arrogant, greedy, hypocritical – a criminal exploiter of labor and abuser of young children, the personification of the robber baron whose soul was dead. Mesmerized by Darrow, no doubt, the jury took only a few minutes of deliberation before they acquitted the accused unionists.

As the trial and the summer drew to a close, strikers' families were reduced to a diet of rye bread and coffee without sugar. National union bosses urged the strikers to give up and return to work. Union funds were exhausted with court costs and travel benefits for union members moving to woodworking factories in other towns. By mid-August, only about half the original number of strikers remained on strike – not because they had followed union advice to compromise or manufacturers' invitations to surrender, but because they had left town, never to return. In mid-August, the remaining strikers organized workers' committees to negotiate individual settlements with individual employers, and the strikers returned to work with conditional promises of eventual wage increases but no union recognition.

When the strike ended, local union leaders were blacklisted and left town. A strong, independent labor movement never again flourished in the city as it had in the 1890s. The loss of a high proportion of the skilled woodworker population was offset by the importation of a new supply of cheap foreign labor – this time Volga Germans from Russia. Despite that immigration, the growth rate of the Oshkosh population dropped by 15% after the strike, apparently a result of the city's notoriety—publicized as it was in the international labor press. Its reputation as a conservative, anti-union, anti-labor town endured for the next hundred years and drove many potential workers and progressive entrepreneurs to other communities with greater promise.

In recognizing the failure of this strike, it must, nonetheless, be remembered that in the late nineteenth century, labor was predestined to lose in a contest with capital. The American national culture at the time assigned power and status to capitalists, devalued labor, and assumed that the concentration of wealth, weak government and primitive Darwinian social philosophy were natural, traditional and God-given. Given the power imbalance between the two sides in this Oshkosh conflict, what was remarkable was that there were any achievements at all for the woodworkers. The first of these was the verdict in the court case which assured that corporations could not break strikes by declaring them illegal conspiracies and thus they did not succeed in their willingness to violate the Bill of Rights and the American dream of democracy and equality by curtailing workers' free speech and individual liberties. Secondly, the strike provided an occasion for working people to overcome, for one brief summer at least, the old hatreds that had previously divided them. They united across ethnic, religious, class and gender lines and across the city from one factory and one neighborhood to another. And finally, the strike provided an opportunity for Clarence Darrow but also for previously silent, exploited people – poor workers and disfranchised women – to speak truth to power, repeatedly articulating the most basic concepts of democratic ethics, Christian egalitarianism and the dignity of work.

[All information in this article is taken from the author's book, *The Oshkosh Woodworkers' Strike of 1898: A Wisconsin Community in Crisis*. Oshkosh: Wisconsin Sesquicentennial Commission, 1998. The book won the State Historical Society of Wisconsin Award of Merit in 1999 and a 1999 Certificate of Commendation from the American Association of State and Local History.]

Log Marks and Hammers: Their History and Significance

by: Karl Baumann

The evolution of marking logs to determine ownership progressed in stages and originated in colonial days when Queen Anne's (c.1701-1714) Surveyor General marked specially selected pine trees to be reserved for masts of the royal navy.

The mark was a broad arrow chopped on the side of a standing tree. Efforts to enforce the Broad Arrow policy were largely unsuccessful. The marking policy aroused such resentment that incidents over the markings helped contribute to the coming of the American Revolution.

Once logging started on a large scale with a number of contractors using the same streams to float their logs down to the various sawmills which were usually located at the mouth of rivers, a marking system was devised which used bark marks, also called side makes (Figure 1). These marks consisted of combinations of straight line marks, or hacks, which were usually axed into the log through the bark on into solid wood. This generally was done by a swamper after the tree had





Figure 1. Left, a deadhead log in the Peshtigo Fire Museum with side marks (or bark marks). (Authors photo); Right, Wolf River Side Marks. Courtsey of Oshkosh Public Museum.



Figure 2. A deadhead log in the Peshtigo Fire Museum with the "diamond P" of the Pestigo Lumber Co. (Authors Photo).

been felled and cut up into logs.

When the logs were decked at the landings next to the river they were marked again on both ends with a log marking hammer (Figure 2). These hammers were made of high grade steel mostly by foundries, although some were made in camp blacksmith shops.



Figure 3. Peshtigo Lumber Co. hammer is battered up from stamping frozen Norway Pine. Note the escape port at top of diamond. (Authors photo, taken by Val Ihde, Menominee, Michigan)

Depending on the type of hammer, the weight varied from one and a half pounds to eight or more pounds. Some troublesome marks featured enclosed spaces such as circles, diamonds, triangles etc. which required small round holes drilled through the raised mark which became air escape ports (Figure 3). It was discovered early on that with out such vents certain marks could not sink fully into the end of the log due to the air trapped at the very instant of stamping.

Most hammers were double facing, bearing the same mark on both ends: others were single faced, occasionally multiple faced (Figure 4), and some were of a combination type carrying one mark on one end and another mark on the opposite. Sometimes there was also a number on the hammer. Whether the number was the scaler's number or a camp number is not known.



Figure 4. Stamp hammer with multiple (four) faces. (Authors photo, taken by Val Ihde, Menominee, Michigan)



Figure 5. Numbered seven-pound hammer with air escape port. (Authors photo, taken by Val Ihde, Menominee, Michigan)

Sometimes a stamp hammer was attached to a long iron rod so that log ends which were far in the deck could still be end marked. The logs had to be stamped several times in a circle for easier identification once they were in the water (Figure 5).

End and side marks as well as the company's catch marks were registered in the name of the owner in a state or perhaps even in a county register (Fred Burke) See Figure 6.

Company Name	Nick-name	Side Mark	End Mark	Catch-mark
N. Ludington Co.	Isaac			10
H. Witbeck Co.	Carney		2	11
Sawyer-Goodman Co.	Sawyer			K
Kirby-Carpenter Co.	Sam	KS	KS	I
Menominee River Lumber Co.	Jessie			110
Ludington, Wells & Van Schaick Co.	Bob	XI	X	II
Girard Lumber Co.	Wells	II		IIO

Mill Companies Log Marks

Figure 6. A Michigan log mark table. (From "Logs on the Menominee," Frederick Burke.)

Very few of the mark registries remain today. It is unknown just how many different marks were registered in Wisconsin. There is,

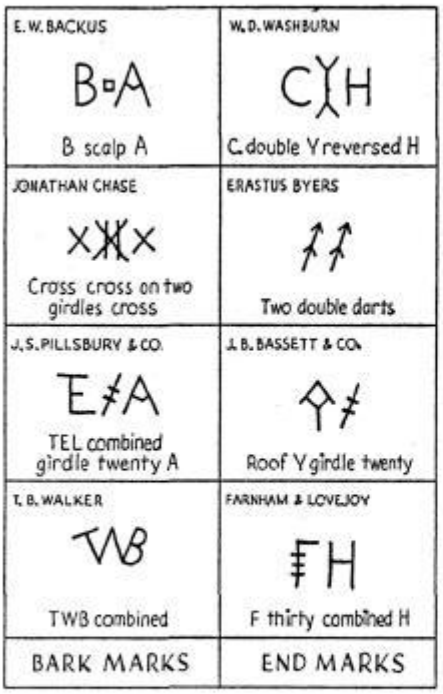


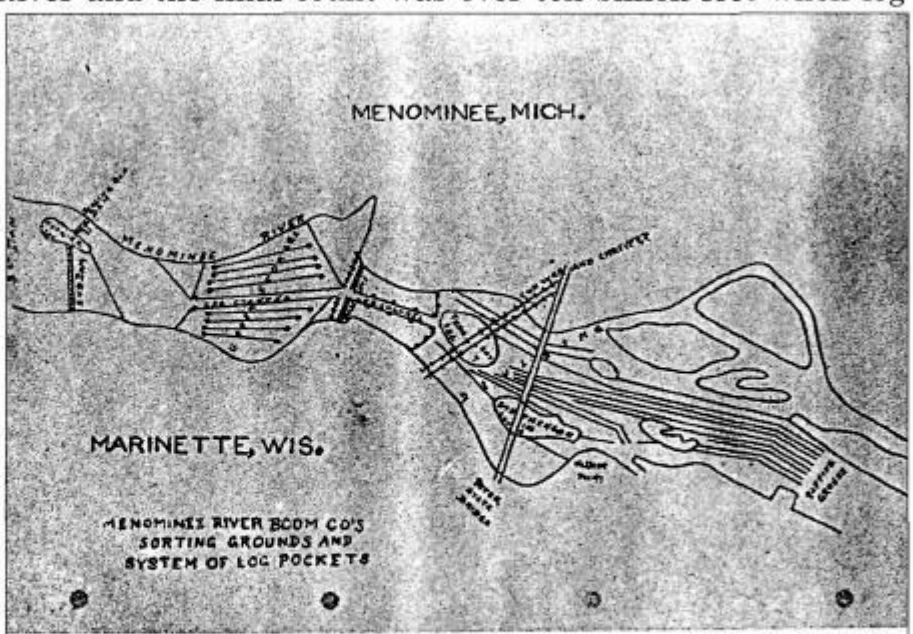
Figure 7 . A Minnesota log mark table. (From "Minnesota Log Marks" Elizabeth M. Bachmann)

however, a vault full of record books with the marks of the logs and lumber in the office of the state of Minnesota's Surveyor General. The earliest mark is dated 1864. In all, there are over 20,000 marks recorded in the record books in the vault.

Once the logs were in the rivers and on the way to the mills they were subjected to yet another log mark called the catch mark, made by the boom companies which were in charge of getting the logs to the mills. As the logs came through the sorting gaps a catch mark was chopped on the top of the log. The boom companies after contracting with the logging companies sending logs down the river, built dams to drive, sort and scale the logs in scaling gaps above the mills (Figure 8).

There were occasional dry years when logs waiting to be sorted could be backed up for twenty miles. Such a logjam occurred on the Menominee River above Marinette and Menominee because of low water resulting from the drought of 1893. (1893 was the last banner year of lumber production on the Menominee as well, with output sharply declining after 1893.) Over the years, 600 log marks were in use on the Menominee River. In 1891, 500 million board feet of logs floated down the Menominee River and the final count was over ten billion feet when log drives ended on the Menominee in 1917.

In a period of eighty years, six billion board feet of logs were sawed in Oshkosh. The state of Wisconsin's biggest year was 1882 when four billion board feet of lumber were sawed.



THE SORTING GROUNDS OF THE BOOM COMPANY IN MARINETTE

Figure 8. Menominee River Boom Co.'s sorting grounds and system of log pockets. (From "Logs on the Menominee" Frederick Burke)

It was estimated that at the beginning of the logging era Wisconsin had 200 billion board feet of pine.

The last of the log mark story is told in salvaging operations. Many of the logs which started out in the spring drive never arrived at the sawmills because they got jammed into the bottom of the rivers, stranded because of log jams, or they got water logged and sank. These logs are called "deadheads." Every year the river current releases some of these logs from the bottom and one end will come to the surface creating a navigational hazard. Until the lumber companies finally went out of business they would send people up and down the rivers to check the deadheads that were decked on the river banks and collect a fee for each log. Some people would cut the ends off but this would shorten the log.

In the 1920s and the 1930s hundreds of men made a living salvaging these water soaked logs. Most of these logs had been firmly embedded in the sand at the bottom of these streams. They had to be hooked with special grappling hooks. The lumber from these "deadheads" was brown colored and had a distinctive odor. It did not weather well and had to be covered.

One group of lumberman clearing deadheads in a lower Michigan stream estimated that there were thirty-five million board feet of logs on the bottom of a hundred mile stretch of river. One of our former members, the late Peter Webber became a wealthy man salvaging and sawing deadhead lumber. He started in 1921 and finished in 1954. (Webber's account "Salvaging Deadheads on the Menominee River" appeared in the Proceeding of the Fourteenth Annual Meeting in 1989, pp.41-45.)

Ashland based Superior Water-Logged Lumber Company, the main subsidiary of Enviro-Recovery Inc. (also one of our members) has been salvaging deadhead logs from Chequamegon Bay in Ashland, Wisconsin. The Ashland logs, having lain in the extremely cold water of Lake Superior, are reported to retain their original quality compared to inland deadhead logs.

Currently, the Rib Lake Development Foundation in Taylor County is hoping to receive state permission to harvest logs from the bottom of Rib Lake. Some of these deadheads have been at the bottom of the lake for one hundred years.

Collecting log marking hammers has become quite a hobby. One of our



Figure 9. Log end cut and left by a log rustler. (Author's photo, taken by Val Ihoe, Menominee, Michigan)

directors, Eugene Harm, has over seventy hammers and is still looking. Our late director, Jacque D. Vallier collected and donated most of his collection of two hundred hammers to the Menominee Indians' museum at Keshena.

Collecting log marks from deadhead log ends which wash up on shore has also become a hobby. In walking the beach along the shore of Green Bay, I stop and examine the old logs which have washed up or have become exposed to see if they still have any of their log marks (Figure 9).

Each of the following Wisconsin museums have some log marking hammers on display:

1. Connors Camp Five Museum at Laona
2. Paul Bunyan Logging Museum at Eau Claire
3. Dawnesville Wisconsin History Museum
4. Wabeno Logging Museum
5. Marinette Logging Museum
6. History Land Museum, Hayward
7. Rhinelander Logging Museum
8. Menominee Logging Camp Museum, Keshena
9. Peshtigo Fire Museum

Literature Cited:

1. Bachmann, Elizabeth M. "Minnesota Log Marks;" Minnesota Historical Society, 1945.
2. Burke, Frederick C. "Logs on the Menominee;" Banta Publishing, 1946.
3. Peddle, Howard "Wisconsin Log Marks;" 1980.
4. Michigan State University, "Michigan Log Marks, their Function and Use During the Great Michigan Pine Harvest;" East Lansing, 1941.

Citation for Distinguished Service – 1999
Patricia Schroeder

After a career as a guidance counselor, teacher, and social worker, Patricia Schroeder moved to Park Falls. She quickly became involved in local history and joined the Price County Historical Society, Knox Creek Heritage Center, Jump River Valley Historical Society, Ogema Historical Society, the State Historical Society of Wisconsin, the Forest History Association of Wisconsin, and the Wisconsin Council for Local History. She has served as a member of the Wisconsin Council for Local History's Committee on Teaching History in Public and Private Schools, as curator of the Old Town Hall Museum since 1985, and as director and president of the Price County Historical Society for a number of terms and as editor of its newsletter since 1985. Since Price County has a rich heritage of lumbering and logging, much of her work with these organizations centered on that area's forest history. She has edited several books about local history, including a history of the sawmill town of Lugerville.

Pat eventually became interested in the Round Lake Logging Dam, which was built in 1878 on the South Fork of the Flambeau River and utilized until 1909 to drive logs down the Flambeau. She presented a paper "River Drives and the Round Lake Logging Dam" at our 1991 annual meeting in Medford. The dam was nominated to the National Register of Historic Places in 1981 and was considered to be in the best condition of any of the remaining logging dams in the Lake States. By the 1990s, however, it became apparent that the dam was deteriorating and in need of restoration. With others, Pat helped form and became director of the Friends of Round Lake Dam. They joined forces with the Price County Historical Society and the USDA-Forest Service to restore the dam, which was accomplished in 1996. At present, Pat is working with Louis Hladish on booklets about log driving dams and sawmills in Price county and a biography of lumber man William T. Price.



Patricia Schroeder receiving the FHAW 1999 Distinguished Service Award for an Individual from Awards Chair and FHAW Director Dr. Randall Rohe.

For her efforts, as a member, director and officer of the Price County Historical Society to preserve that area's forest history, especially her leadership role in the rehabilitation and preservation of the Round Lake logging dam, it is a pleasure to present this year's Forest History Association of Wisconsin's Distinguished Service Award for an Individual to Patricia Schroeder.

Citation for Distinguished Service - 1999
Oshkosh Public Museum

The Oshkosh Public Museum was officially established in 1924. It occupies an English Tudor -style mansion originally built in 1908 for Edgar Sawyer, a prominent Oshkosh lumberman and son of Philetus Sawyer. Architect William Watters designed the Sawyer home and when it was built it was considered one of the finest in Wisconsin. In fact, the home was impressive enough to be featured in the October 1912 edition of the *Western Architect.* The Oshkosh Public Museum's careful preservation of this lumberman's mansion, provides present-day museum visitors with a glimpse of the life-style of lumbering's elite at the twilight of the lumber era.

In April 1997 the museum opened a major exhibit in its Steiger Wing that examined the industry that made men like Philetus and Edgar Sawyer wealthy. The exhibit, "A Big Days Work: Logging and Lumbering in Sawdust City," included sections on logging, river drives, and the lumber mills of Oshkosh and the wood products that they produced.

This exhibit was based on the museum's extensive archival collection of artifacts, photographs, manuscripts, clippings, the biographies of many prominent Oshkosh lumberman and other records of Oshkosh lumbering and logging companies. The museum's archives also contain considerable information about Boom Bay, the main log sorting and storage area for the Wolf River lumber district, including a list of about 400 log marks, of which some 230 are identified. Finally, the museum developed a video, "The Legends of Logging," that many local schools have used.

In recognition of its preservation of the Edgar P. Sawyer mansion, its collection of archival material related to the history of lumbering in Oshkosh and the Wolf River area, and its efforts to educate the public about the region's forest history, we are honored to present this year's Forest History Association of Wisconsin's Distinguished Service Award to an Organization to the Oshkosh Public Museum.



Mike Breza, Assistant Director of the Oshkosh Public Museum receiving the FHAW Distinguished Service for the Oshkosh Public Museum from FGHAW Director and Wards Chair, Randall Rohe at the FHAW 1999 Annual meeting.

Minutes of Annual Business Meeting of Members
September 18, 1999

Call to Order

President Karl Baumann convened the meeting at 2:15 p.m. with approximately 25 members present.

Executive Secretary's Report

Frank Fixmer, 1998-1999 Executive Secretary, reported on the activities of the Association over the past year.

Minutes of the September 26, 1998 Annual Business Meeting

The minutes as published in the Proceedings of the 23rd Annual Meeting were approved on motion by Lambrecht, support by Clumpner, all in favor carried.

Treasurer's Annual Report for the 1998-1999 Fiscal Year

Bob Brisson, 1998-1999 Treasurer, presented a financial summary for the 1998-1999 fiscal year. On motion by Walkner, support by Einspahr, the report was accepted, all in favor.

Standing Committee Reports

Auction

Chair Mike Sohasky described the auction to be held after the Membership Meeting. John Cline explained the silent auction to be held at the same time.

Distinguished Service Awards

Chair Randy Rohe reported the 1999-2000 awardees have been selected and will be announced prior to the next membership meeting.

Exhibits

Chair Jim Adamson reported that exhibits were presented at the Wausau Log Jam, Wisconsin Woodland Owners Association annual meeting, and Three Lakes Pioneer Days. John Cline suggested that since the FHAW address is at the Wausau Museum we should have a FHAW exhibit at that site. A motion by Cline, supported by Lambrecht, to have the President appoint a committee to prepare an exhibit was carried, all in favor.

Forestry Hall of Fame

Chair Don Lambrecht reported that Fred Braun and Aldo Leopold had been elected in 1999, both posthumously. FHAW will nominate Forest Stearns in 2000.

Membership

Frank Fixmer reported there was a gain of 23 members last year but that a high proportion of members have not renewed for the current year.

Publications

Chair Miles Benson reported that preparation of the 1998 proceedings went well and the cost was nearly $10.00 per copy.

Publicity

Chair Carl Krog reported that releases are distributed to daily, monthly and association publications.

Scholarship

Chair John Saemann reported that plagiarism has been a problem with papers submitted and that future papers will be reviewed by Randy Rohe, Carl Krog and other experts.

Approval of the Actions of the Board of Directors

James Coughlin moved and Duncan Godshall seconded to approve the action of the FHAW Board of Directors during the 1998-1999 fiscal year. Motion carried, all in favor.

Annual Meetings

1999 - 24th Annual Meeting. Brisson requested that everyone thank chair Dean Einspahr for preparing and hosting a wonderful meeting.

2000 - Annual Meeting #25. Frank Fixmer reported Terry Moore has made reservations at Holiday Acres Resort in Rhinelander for September 22-23, 2000. The program will include recognition of the 25 charter members that are still members. There were originally 95 charter members (signed up in 1976).

2001 - Accepting proposals by host members. Possibilities include the Wade House Historical Site area where a new water-powered sawmill will be operating.

Election of Directors

Nominating Committee Chair Tom Albrecht presented a slate of James Adamson, Karl Baumann, Donald Lambrecht, Randy Rohe, and Miles Benson for a two-year term. There being no further nominations, David Lane moved and Mike Sohasky supported to elect the slate presented; motion carried, all in favor.

Other Business

Bob Walkner suggested having a show and tell table at the annual meeting where members could display forest history collections or artifacts.

Adjournment

Tom Albrecht moved, Mike Sohasky supported to adjourn at 2:50 p.m.

Bob Brisson
Executive Secretary

1999 Annual Report of Executive Secretary

Previous annual reports on the status of our membership have usually stressed just the number of new members added to our roster and the number lost due to death or were dropped for failure to pay their annual dues. For example, during the past fiscal year of '98-'99, we enrolled 35 new members, but lost 12 members, for a gain of 23. This was the largest increase for a single year since the growing years of the late 1970s and early 1980s.

Have you ever wondered about the geographical distribution of our membership?

To begin with, we have only one member in a foreign country. (although at one time we had three) and that is Honduras, C.A. Some of you who attended our annual meeting in Ladysmith in 1996 will recall the presence of Cornelius Groothausen, an American-born forester from Honduras, on vacation at that time. He is a native of the Ladysmith area who has worked in Honduras for the past 25 years and greatly enjoyed the opportunity to visit his home town (Tony, Wisconsin) and state and meet other Association members. When he retires sometime during the next year, he expects to return to the U.S.A. and with his family, who are all native-born Hondurans.

We have a surprising number of members from other states, 21 at the last count. The list includes Michigan - 6, Minnesota - 5, Illinois - 3, Kentucky - 1, South Carolina - 1, Georgia - 1, Florida - 1, Arizona - 1, Oregon - 1, and California - 1. Most are permanent nonresidents who had retired to those states or whose employment necessitated their moves from Wisconsin. Nevertheless, their special interests in Wisconsin forest history seems to have motivated a continuation of their affiliation with F.H.A.W.

On numerous occasions, I have been asked about the various categories of membership. Our by-laws provide for quite a variety, namely: individual, corporate, family, life, affiliate, exchange and honorary. A recent census analysis reveals that we have 19 life members, 2 affiliates (State Historical Society of Wisconsin and the Office of Local History), 4 exchange members (with whom we exchange newsletters), 3 honorary members (foundations who made substantial contributions to our capital fund campaign some 10 years ago), 4 family members, 3 student members, 11 corporate members and approximately 203 individual memberships (which vary from month to month for a variety of reasons), for a total of 249 more or less. These also include 14 nonprofit organizations such as local historical societies, libraries and museums.

The diversity of interests that is apparent among our members is another aspect of forest history that has intrigued me over the years. Their special interests range from A to Z, specifically Archaeology to Zoology. For example, a number of our members actively engage in archaeological "digs" that reveal the lifestyles of pioneer loggers as well as those of various tribes of native Americans. We also have several members whose special interest is the status of the wolf population during several stages of Wisconsin's history. In between those A to Z

subject categories are those who strive to increase their knowledge of the songs and music and folklore of early-day farmers and lumberjacks.

One of the more important responsibilities I have had over the years has been the development of several exhibits, the display of which served to educate the general public in various aspects of our forest legacy. Most of you probably recall having seen our exhibits with their themes of "Forest Products Transportation by Water, Rail and Road," or "80 years of Wisconsin Reforestation" (now 88 years). Not quite as often displayed have been photo assemblages titled "The Landlookers: Surveyors and Timber Cruisers" and "Forest Fire Protection: Its History of Development."

During the past fiscal year, our traveling exhibits have been on display at the North Lakeland Discovery Center at Manitowish Waters (July 1998); and at the Three Lakes "Pioneer Days" observance in July 1999. Just this past weekend we were able to again be a part of the annual meeting of the Wisconsin Woodland Owners Association, which we were forced to miss in 1998 due to their dates conflicting with our own meeting.

The results of those exposures of our forest legacy before the general public cannot be reasonably measured only in terms of new members acquired. Rather, it is the immeasurable impact those exhibits may have had on the literally thousands of spectators who gained thereby a better understanding and appreciation of the contributions to the state's economic and cultural development made by those early day farmers, loggers, lumbermen, wood-using industries and even some visionary conservationists.

This annual report – my last as executive secretary – would not be complete without reference to the degree of cooperation I have received from the numerous boards of directors under which I have served during the past 23 years. Their approvals and active support of the many projects and programs that were undertaken during these years was always cooperative and enthusiastic. Invariably, they made my job of implementation all the more enjoyable and satisfying. My grateful thanks go to all those directors, past and present, for all that support.

Frank N. Fixmer
Executive Secretary

Forest History Association of Wisconsin
Operating Statement July 1, 1998 thru June 30, 1999

OPERATING RECEIPTS	
Dues	$3,660.00
Donations - Unrestricted	391.00
Annual Meeting	1,882.50
Auction	869.00
Sales	399.95
Return on Investments	3,682.24
TOTAL	$10,884.69
OPERATING EXPENSES	
Printing	$5,575.11
Postage/Shipping	727.79
Operations	1,524.23
Annual Meeting	2,039.53
Student Scholarship Award	500.00
TOTAL	$10,366.66
OPERATING GAIN	**$518.03**
Add: Capital Donations	$530.00
Life Membership	$250.00
M&I Bank CD Gain	$1,335.96
Stephenson National Bank CD Gain	$91.65
Salomon SmithBarney Money Fund Gain	$442.05
TOTAL GAINS	$3,167.69
Less: Salomon SmithBarney Mutal Fund Transfer of Gain	($1,324.86)
FISCAL YEAR 98-99 GAIN	**$1,842.83**
CASH ASSETS	
Stephenson National Bank Checking	$1,162.16
M&I Bank Certificates of Deposit	19,335.96
Stephenson National Bank CD	4,176.71
SmithBarney Money Fund	9,768.55
SmithBarney Federated Utility Fund	17,223.14
TOTAL 6-30-99	$51,666.52
TOTAL 6-30-98	$49,823.69
FISCAL YEAR 98-99 GAIN	**$1,842.83**
FUND ALLOCATION	
Capital Funds	
General Operations	$30,667.03
Memorials	2,269.00
Scholarship	3,703.00
Life Membership	2,400.00
TOTAL	$39,039.03
Unrestricted Funds	12,627.49
TOTAL ALLOCATED	$51,666.52
CHECKING ACCOUNTS	
Beginning Balance 7-1-98	$1,982.94
Add: Deposits and Interest	9,545.88
TOTAL	11,528.82
Less: Checks and Fees	10,366.66
BALANCE 6-30-99	$1,162.16

Respectfully Submitted,

Bob Brisson

Bob Brisson, Treasurer

Available Back Issues of Proceedings

The price for each back issue is $6.00 plus $1.50 postage and handling.
Make check payable to the Forest History Association of Wisconsin and send to:
Secretary, FHAW, 410 McIndoe Street, Wausau, WI 54403-4746

- **3rd Annual Proceedings** - 1978
  "Tanneries and the Hemlock Bark Industry"; "Railroad Logging in Wisconsin" "Pulpwood Rafting on Lake Superior"
- **4th Annual Proceedings** - 1979
  "The Northern Wisconsin Settler Relocation Project"; "The Development of the Wisconsin Paper Industry"; "The Menominee River Boom Company"
- **6th Annual Proceedings** - 1981
  "History of Logging on the Menominee Indian Reservation"; "Logging Methods in the River, Railroad and Gasoline Eras"
- **7th Annual Proceedings** - 1982
  "The Apostle Islands and the Lumbering Frontier"; "History of Logging in Vilas County, WI"
- **8th Annual Proceedings** - 1983
  "History of Log Transportation in Wisconsin"; "The Last Logging Railroad Operation in Wisconsin"; "The Civilian Conservation Corps"
- **9th Annual Proceedings** - 1984
  "Footprints in the Forest - What the Loggers Left Behind"; "Drummond, WI - Rust-Owens Company Town"
- **10th Annual Proceedings** - 1985
  "Use of Navigable Waters for Log Driving and Lumber Rafting"; "Life and Death of a Lumber Town"; "History of Forest Fire Protection in Wisconsin"
- **12th Annual Proceedings** - 1987
  "Historic Chippewa Falls, WI"; "Women Came to the Woods"; "Eau Claire and the Lumber Industry"
- **13th Annual Proceedings** - 1988
  "Logging and Early Shawano"; "Tigerton Lumber Company 1887 - 1987: The First Hundred Years" "Oshkosh: The Rise and Decline of a Lumber Center"
- **15th Annual Proceedings** - 1990
  "A Conservation Activist of the 1930s, Mrs. Wilhelmine LaBudde"; "Demonstration Forests in Wisconsin" "A History of Forestry Education at UW-Madison"
- **16th Annual Proceedings** - 1991
  "Wisconsin's Logging Locomotives"; "Round Lake Logging Dam"; "Evolution of the Modern Logging Truck"
- **17th Annual Proceedings** - 1992
  "Historical Development of the Nicolet National Forest"; "Early Days of Trees for Tomorrow"
- **18th Annual Proceedings** - 1993
  "Logging Camp Subsistence"; "Sherry and Gerry Site"; "Passport in Time"
- **19th Annual Proceedings** - 1994
  "The Edwards: Father and Son"; "T. E. Nash, Friend and Founder"; "The Roddis Family: Their Lumber Operations"
- **20th Annual Proceedings** - 1995
  "Non-Traditional Products of the Forest, Their History and Commercial Development"
- **21st Annual Proceedings** - 1996
  "The Flambeau River Area's Forest Heritage"
- **22nd Annual Proceedings** - 1997
  "Forest History's Impact on the Growth of Tourism in North Central Wisconsin"
- **23rd Annual Proceedings** - 1998
  "Sawmill and Pioneer Lumbermen of the 19th Century Along the Central Wisconsin River"

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25 Years

Twenty-Fifth Anniversary

HISTORIC RHINELANDER AREA (LAND OF THE HODAG)

Proceedings of the

Twenty-Fifth Annual Meeting

of

Forest History Association of Wisconsin, Inc.

September 22 - 23, 2000
Rhinelander, Wisconsin



Forest History Association of Wisconsin

The Forest History Association of Wisconsin

The Forest History Association of Wisconsin had its beginnings early in 1975 when a group of representatives from the wood products industries, conservation agencies and the University of Wisconsin met to discuss a potential bicentennial project which would remind our citizens of the importance of forests in Wisconsin's past, present and future.

Their discussions led to the founding of the Association as a non-profit, tax-exempt endeavor whose principal objective would be to preserve Wisconsin's forest heritage. Membership currently numbers about 250 individuals, corporations and institutions.

A nine-member Board of Directors serves as the Association's governing body. Officers and directors for 2000 - 2001 are:

John A. Cline — President . . . . . .Wausau
James Adamson — Vice President . . . . . .Green Bay
Thomas Albrecht — Treasurer . . . . . .Shawano
Robert Brisson — Executive-Secretary . . . . . .Menominee, MI
Karl Baumann . . . . . .Marinette
Miles Benson . . . . . .Wisconsin Rapids
Eugene Harm . . . . . .Cadott
Donald Lambrecht . . . . . .Green Bay
Randall Rohe . . . . . .Waukesha
Michael Sohasky . . . . . .Antigo

The Association has published a number of booklets which will have some appeal to most forest history enthusiasts:

Proceedings of Annual Meetings -1978 thru 1999
Bibliography of Wisconsin Forest History Literature
"Chips and Sawdust" (Quarterly newsletter)
A Chronology of "Firsts" in Wisconsin Forest History
Logging and Lumbering Museums in Wisconsin

Further information on any aspect of the Association's program and policies may be obtained by writing to:

Secretary
Forest History Association of Wisconsin
PO BOX 1001
Marinette, WI 54143-1001

The Print Shop, Wisconsin Rapids, WI 2001

Twenty-Fifth Anniversary

HISTORIC RHINELANDER AREA (LAND OF THE HODAG)

Proceedings of the Twenty-Fifth Annual Meeting of Forest History Association of Wisconsin, Inc.



Pictured above on the FHAW field trip, from left to right: Dean Einspahr, Jerry Poprawski, Jim Adamson, Dennis Defferding, Dan Giese, Bob Brisson, Larry Hathaway, Charles Stats, Jim Joas, Joe Joas, David Lane, Don Lambrecht, Myron Smith, Winona Smith, Jim Simon, Kathy Simon, Karl Baumann, Alvin Barden and Al Gurtner.

September 22 - 23, 2001
Rhinelander, Wisconsin

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Foreword - 25th ANNIVERSARY MEETING

The following text comprises the official transactions conducted and the papers presented at the twenty-fifth annual meeting of the Forest History Association of Wisconsin, Inc. (FHAW) on September 22-23, 2000 at Holiday Acres Resort in Rhinelander, Wisconsin.

This was indeed a special meeting of the Forest History Association of Wisconsin, Inc. The meeting took place at Rhinelander with headquarters at the always pleasant and accommodating Holiday Acres Resort, in September with similar and informative topics as the first meeting in 1976. The tour was similar to 1976 with stops at the Land Mark Pines, the Star Lake Plantation and the Rhinelander Logging Museum. BUT, they were 25 years older and packed with a bit more information and meaning. The speakers covered Northern Wisconsin history from the first Wisconsin River drive from Eagle River Lakes by John Curran and Fox & Helm to the current archeological activities of Camp Five Museum Foundation in the Laona area.

The fine arrangements for the meeting were made by a committee of Jim Adamson, Bob Brisson, John Grosman and Terry Moore. The auction, of donated artifacts brought in donations of $1,140. Some of those items returning from previous successful tours on the block.

Please take the time to both read and reflect on the messages that are here. It is hard to place modern people in the circumstances that these forebears found themselves. To make that connection and appreciation for the special accomplishments they achieved is something that should not be missed. The mistakes made in those times, which we can now see with 20-20 hind sight, should be used by the wise to sharpen their foresight so that our actions bear proper credit to those who preceded us. For those of you who were unable to attend the meeting and see the pictures and exhibits that were shared there, you are missing more than you will read about. The old pictures, of which there were an extra ordinary amount, told the stories many more times than one could write. Our thanks to those who assembled them, to those who asked questions about them and especially to those who provided the special insights to what we were seeing. It is with regret that we cannot print all that were used for they enriched us all.

We invite any reader who is not a member of our organization, to join us in preserving a record of Wisconsin's forest history. Write to Secretary, Forest History Association of Wisconsin, Inc. PO BOX 1001, Marinette, WI 54143-1001

Miles Benson
Editor

President's Report

Since our last annual meeting the Board of Directors elected me as president as Karl Baumann had completed his two year term.

As most of you know Frank Fixmer was killed in a tragic auto accident. With your permission I will read his obituary.

May we have a few moments of silence for Frank.....May God have mercy on his soul.

The details of our association's condition will be given by the Executive-Secretary and the Treasurer.

The fall Board of Directors meeting was held at the University of Wisconsin - Stevens Point at which the officers were elected i.e. President John Cline, Vice President Jim Adamson, Treasurer Tom Albrecht and Executive-Secretary Bob Brisson.

The spring meeting was held at Kretz Lumber Co., Inc. in Antigo. The summer meeting was held at St. John's Logging Camp at Whitney, Michigan. If anyone is interested, the Executive-Secretary can read the minutes of any, or all. He can furnish a copy too.

Shortly after the fall meeting Frank and I left Wisconsin for our winter residences in Florida and New Mexico and Bob to Florida. Our business was conducted by mail.

Frank's untimely fatal accident has left me in an unenviable position as he had agreed to mentor me through my term. So, now I am forced to muddle through alone making many mistakes and losing friends.

Last winter Frank was approached and agreed to present our display at the August seminar of the Municipal Officers Association at Stoney Creek Inn, between Mosinee and my home in Wausau. I agreed to honor Frank's commitment since the theme of their meeting "Log On" fit our scheme of things. I manned the display for three days with assistance from Ross Donehower and Miles Benson.

Jim Adamson had the display at the Lake States Logging Congress, a WDNR personnel meeting and SAF State meeting.

Last Saturday I attended the annual meeting of the Northwoods Council of Local History Societies in Marinette and let the attendees know that the Forest History Association was alive and well. From the many presentations I learned a lot about running a society and earning money. I shared my experiences with them.

John A. Cline
President

Forest History Association of Wisconsin
Charter & Life Member List

Original Charter Members

Current in Bold

Albrecht, Tom
Alley, George W.
Anderson, Gerald S.
Anderson, John Peter
Andreas, Lee
Arnold, Barbara J.
Baer, W. John
Barden, Alvin
Baumann, Karl
Beier, Richard
Berggren, Roy H.
Berndt, Harold
Boise Cascade Corporation
Boness, Kenneth R.
Bowen, Garth
Branham Woodland Products, Inc
Brenner, William
Brisson, Bob
Brock, Cyrus G.
Charette, Ambrose B.
Christiansen, P.C.
Cleereman, Robert
Connor, Mary
Consolidated Papers, Inc.
Continental Forest Products Co.
Cook, Robert
Corrigan, George A.
Cravens, Jay
Cunningham, Gordon R.
DeBela, Michael W.
Derickson, SuWayne
Deist, James C.
DeVriend, Adrian
Drayna, Roger
Drott Manufacturing Co.
Elliott, K. N.
Engeihard, Robert
Ernest, Cyril
Falasky, Emil
Fisher, Robert C.
Fixmer, Frank
Flick, Warren A.
Follstad, Merlen.
Frelk, Calvin
French, Paul
Fulk, Thomas
Ginter, Alex
Glover, Jeremy
Goehe, Grant
Green Bay Packaging Inc.
Grezenski, James
Grosman, John
Gudowiez, Edwin J., Jr.
Guenther, Kenneth H.
Gutzmer, David
Haarala, John W.
Hartman, Daniel G.
Heckman, Steven T.
Heikkinen Bros.
Hernaudez, Ramon R.
Hotz, F.L.
Hovarter, Floyd
Hurst, Emmett B.
Ingram, Don
Isadsson, Albert
Jones, Lawrence, E.
Kayson, James
Klopp, Fred E.
Kmiotek, Alice M.
Kouba, Theodore F.
Lagerbloom, Mary
Laambrecht, Robert
Larson, Philip
LeMay, Neil
Lovestead, Howard
Luedeke, Michael
Magnuson, Thomas
Marion Plywood Corp.
Marple, Eldon M.
Martoglio, Larry D.
Mc Laren, C. G.
Michal, Terry
J. B. Millar
Miller, James
Moore, Terry J.
Mosinee Paper Co.
Moulton, Jack
Mueller, Charles S.
Murray Machinery, Inc.
Naab, Walter P.
Nagel Lumber Company
Newman, James
Northern Products and Mfg. Co.
Northwest Forest Products, Inc.
Ort, Edward J. (New London)
Ort, Edward J. (Appleton)
Passow, Gary E.
Peacock, F. C.
Peddle, Howard
Penta Wood Products
Reese, Morse
Reinke, Milton
Rengstorf, Al
Revie, Ned
Rhinelander Logging Co., Inc.
Roberts, Charles M.
Rusch, Jack
Saemann, John
St. Amant, Paul J.
Schell, Hearry R.
Schels, Carl
Scholz, Harold F.
Schoenberger, Ed. T.
Schreffler, Harold
Schumann, David R.
Scott Paper Co.
Scott, Walter E.
Seifert, James W.
Siegfried, Robert H.
Smith, Myron
Society of American Foresters NE Chapter
Sorden, L. G.
Staples, Stanley F., Jr.
Stefan, Donald
Steigerwaldt, Ed. F.
Stillman, LaVerne W.
Sumnicht, Robert
Sylvester, William A.
Thiede, Gerald
Timber Producers Association
Train, Robert K.
Tousey Manufacturing, Inc.
UW Madison, Dept. Forestry
Utton, Jack W.
Volavka, William
Valdovinos, D. M.
Wahlgren, Dr. H. Gus
Walker, Walter
Wausau Homes Inc.
Wausau Paper Mills Co.
Webber, Peter
Wernham, John O.
Weyherhaeuser Co.
White, John W.
Wilde, Dr. S. A.
Wirsig, Eugene
Wisconsin Tree Farm Committee
Wolff, William, Jr.
Wolske, Paul
Wuhlwend, John F.
Ziemann, Fred

Life Members

Current in Bold

John Baer
Karl Baumann
Paul Brenner
Bob Brisson
John Case
Eugene Eastway
John Forester
Cornelius Groothousen
John Jenkin
Reinhart Kraus
John Laughlin
Michael Leiser
James Miller
Milton Reinke
Ned Revie
Robert Rusch
John Saemann
George Shinners
Dale Sorden
John Taylor
John Tonne
Dorothy Vallier
Jacque Vallier



Charter members caught by camera: Back Row (L-R): W. John Baer, J. Terry Moore, Alvin Barden, Lee Andreas, Karl Baumann, and John Saemann. Front Row: John Grosman, Bob Brisson

TWENTY-FIFTH ANNUAL MEETING
FOREST HISTORY ASSOCIATION OF WISCONSIN
Holiday Acres Resort - Rhinelander, Wisconsin

THEME: *Historic Rhinelander Area - Land of the Hodag*

Land Mark Forest History Tour
Friday, September 22nd, 2000

9:00 a.m.– Tour Bus Leaves Holiday Acres
Visit Land Mark Pines

11:30 a.m.– Lunch at Star Lake Plantation
Star Lake Plantation Tour - Dean Farr & Jeff Olson of WDNR
Rhinelander Logging Museum Tour

4:30 p.m.– Return to Holiday Acres Resort

Forest History Meeting
Saturday, September 23rd, 2000

8:30 a.m.– Registration - Coffee & Pastries - Accept Auction Materials

9:00 a.m.– Welcome - John Cline, President, FHAW

9:15 a.m.– "A First-Hand Account of the Earliest Log Drive on the Wisconsin River, From Eagle River Lakes"
Presented by Robert E. Curran

10:00 a.m.– "Eugene Simeon Shepard and the Living Legacy of the Rhinelander Hodag" *Presented by Kurt Daniel Kortenhof*

10:45 a.m.– Break

11:00 a.m.– "A Century of Surveying in Northern Wisconsin"
Presented by Frederic H. Copp

11:45 a.m.– Awards Luncheon
FHAW Distinguished Service Awards
Presented By Randall Rohe

1:00 p.m.– "Camp Five Foundation Programs in Logging History"
Presented by Sara Witter Connor

1:45 p.m.– Recognition of FHAW Charter Members

2:15 p.m.– Business Meeting

2:45 p.m.– Break

3:00 p.m.– Auctions: Oral and Silent - Mike Sohasky & Auction Committee

5:00 p.m.– Social Hour

6:00 p.m.– Dinner

7:00 p.m.– "Logging Before the Railroads - 1892 to 1902"
Presented by Paul Brenner

FOREST HISTORY TOUR

The bus left Holiday Acres at 9:00 AM Friday headed for Boulder Junction. The first stop was the Land Mark Pines. (See the group on the inside front cover.) The site is located on Vilas County Highway M about three miles east of U.S. Highway 51. A protected sign is on the side of the road to mark the spot and to show people the pictures taken each decade since 1911. The pictures are taken from the same approximate spot each time, but not the exact spot, in the same season or with the same camera or focal length lens. The pictures are presented here.

Note that in 1975 the scene is different. That is because the road was improved in the period since the previous photos. The foresters on the Northern Highland State Forest at the time understood the value of the pines and persuaded the highway engineers to put a slight curve in the road to avoid taking out the pines.



The sheltered sign was a project of a number of contributors and cooperators who wanted to help the public understand the role of forests and forest management in the state. The Wisconsin DNR and Trees For Tomorrow handled the management and coordination of the project. Organizations who contributed materials and/or labor are: Wisconsin DNR, Vilas County, Trapp Brothers, Inc., Wisconsin Public Service, Wisconsin Conservation Corp., Pukall Lumber Co., and Nagel Lumber Co.



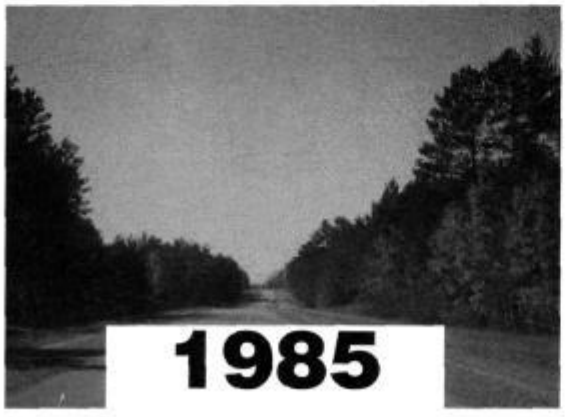
Financial contributions came from a number of organizations and individuals. The individuals are: Mr. & Mrs. Bein, Henry and Jeanette Haskel, Joseph & Jennifer Heitz, Gene & Lucille Sengpiel, Mary D. Messinger, Steven Quackenbush and Jeffrey & Cathy Snyder. Organizations contributing were: Boulder Junction Chamber of Commerce, Evergreen Lodge, Forest History Association of Wisconsin, Lake States Women in Timber, Lumberjack RC&D, Ronbach Shop/Gallery, Society of American Foresters, Trees for Tomorrow, Packaging Corporation of America, and Wisconsin Woodland Owners Association.











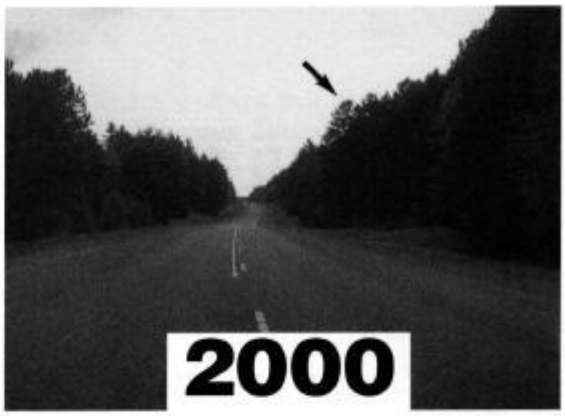
It is important to note that the photos show a landscape changing by intent. The 1911 photo depicts what much of Wisconsin landscape looked like at that time. Fred Wilson was one of the foresters sent to Trout Lake to begin a reforestation program by the newly (1904) established Forestry Commission. The 1911 scene was what he saw at that time.

The scene was an example of well intended public policies with bad consequences. One policy was to sell the timber land to encourage logging, to provide materials for housing in the newly developing cities of the midwest and to stimulate growth in the Wisconsin economy. But forest land owners discovered taxes on logged over land a detriment to holding logged land. That policy encouraged cutting out and getting out because it was a long time until the next harvest and profits. There always seemed to be more timber land available.

A second policy encouraged people to clear the logged land to build farms for their homes and to feed the booming urban population. So land was cleared to make way for farms. But not all land is good for farming which people soon learned. And some had been burned badly to clear the woody debris.

The birth of forestry in the United States began with the thought that there must be a better way. The Society of American Foresters (SAF) was founded in 1900 with the intention to manage forest land with scientific principles into perpetuity. E. M. Griffith, one of the early members of the SAF, was Wisconsin's first State Forester for the then Forestry Commission. When Griffith sent Fred Wilson to Trout Lake the instructions were to set up a nursery and begin the regeneration of Wisconsin's forestland. Fred had experience with German forestry and guided the first pine plantation through from seed, to lifting two-year-old seedlings and planting them at a site near Star Lake in 1913.





The planting was the second stop on the tour. The guides were Dean Faar and Jeff Olson, foresters at the Northern Highland State Forest. The planting has now completed 88 growing seasons. Two one-acre demonstration plots which compared a thinned area to an unthinned area are maintained in the planting. Pictures of a thinned and unthinned plot are presented in Figure 1 & 2. Measurements taken in 1999 on the one-acre thinned plot show a total of 111 trees with an average diameter at 4-1/2 feet of 15.65 inches and an average height of 90.57 feet.

Fred Wilson, with the WDNR foresters, guided the thinning treatment using the system that the Germans had taught him. Fred's last supervision of the thinnings took place when he was 95-years-old. An impressive feat and impressive planting!

The last stop of the day was at the Rhinelander Logging Museum. The museum has grown since the first annual meeting. A model Civilian Conservation Corps (CCC) facility was erected on the site for the CCC reunion on its 50th year. Other items have been added as well.

For a cool rainy day, it was a grand time!

Editor's note: Photos are courtesy of the Wisconsin DNR and Trees For Tomorrow. The 1985 & 1995 photos are the editor's. A special thanks to Jim Holperin at Trees for Tomorrow for the photos and shelter information.

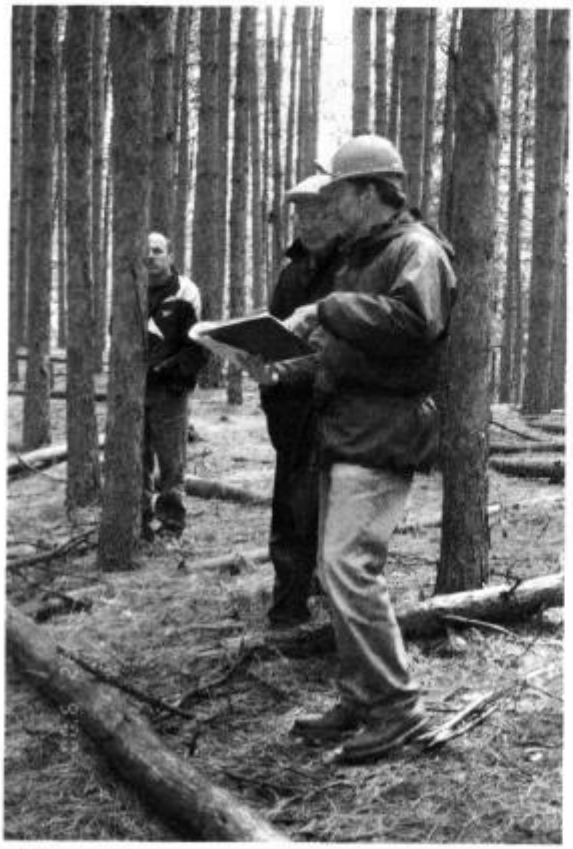


Figure 1:
Jeff Olson, forester on the Northern Highland State Forest, describes the Star Lake Plantation unthinned 88-year-from-seed red pine plot. Note dead trees on the ground.



Figure 2:
Jeff Olson describes the Star Lake Plantation thinning procedure in the thinned plot. Note the larger trees compared to the previous picture and the White Pine reproduction in the understory brought about by disturbance and penetration of sunlight in the thinned stand. Sixty-five cord equivalents have already been harvested from the thinned one-acre plot.

Our Speakers



Sara Witter Connor

Sara Witter Connor - Laona, Wisconsin - - Sara is a native of Laona. She is on the Board of Directors of Camp 5 Museum Foundation, serving on the Education Committee and is their Director of Education. Sara received her BA degree from San Diego State and a Master of Science Degree from the University of Wisconsin - Milwaukee in Curriculum and Instruction. She taught at Laona High School from 1996 to 1998. She has developed "Forests for All: The Economics of Conservation" a video and curriculum, published by Camp Five Museum Foundation. Sara is a member of the Wisconsin State Historical Society and the American Association of Museums.



Fredric H. Copp

Frederic H Copp - Boulder Junction, Wisconsin - Was born in Kokomo, Indiana, attended Purdue University, Department of Civil Engineering where he received training in land surveying. Fred joined the USN Seabees where he served from 1943 to 1946. He was self employed in agronomy and animal husbandry from 1947 to 1957. In 1958 he joined the Wisconsin Conservation Department Division of Forestry where he served on the Northern Highland State Forest as a surveyor and Land Control Supervisor until he retired from the Wisconsin Department of Natural Resources in 1983. He currently operates a resort which he has owned since 1947.



Robert E. Curran

Robert E. Curran - Three Lakes, Wisconsin - was born in Wausau, Wisconsin and is a grand nephew of John C. Curran, recognized as the first white settler in Rhinelander and whose memoirs are the topic of his presentation. Bob spent his boyhood in Eagle River, Wisconsin. After service in the U.S. Navy, he graduated from Marquette University and taught at Antigo High School and later in Milwaukee. He then joined a textbook publishing firm, relocated to Chicago and worked with school systems in several Midwestern states. Bob and his wife are now retired.



Kurt Kortenhof

Kurt Kortenhof - Savage, Minnesota - was born in Rhinelander, Wisconsin and raised in Sugar Camp, Wisconsin, which may account for is interest in logging, lumber railroads and folk lore. He earned his Bachelor of Arts and Master of Arts degrees from the University of Wisconsin - Eau Claire with concentration in history and American Social History respectively. In addition to his studies at the University of Wisconsin - Eau Claire, Kurt has studied at the University of Alaska-Anchorage, engaged in graduate work at Villanova University and has studied in the Ph. D. program in American History at the University of Delaware. He is employed at the Minnesota Historical Society in St. Paul, Minnesota, and as the proprietor of Hodag Press. Kurt's previous publications include: *Long Live the Hodag*, and *Sugar Camp: 1891-1941: The Origin and Early History of a Northern Wisconsin Community.*

A Firsthand Account of the Earliest Logging Drive on the Wisconsin River from the Eagle River Chain of Lakes:

From the memoirs of John C. Curran

By Robert E. Curran

We see pictures and read about the "pinery" and the vast numbers of logs and milled lumber pieces which came from northern Wisconsin after the Civil War. But very little has been written about the prewar years in the far north lake region. Until 1857, logging in Wisconsin was confined to the Wisconsin River below Grandfather Bull Falls (Figure 1), which sprawled as a natural barrier across the river about 16 miles above Jenny (now Merrill) and 36 miles below Pelican Rapids (now Rhinelander). There were steeper falls on both the Wisconsin and its tributaries but none as here where the river bed dropped over one hundred feet in less than a mile. The stretch was full of jagged boulders ready to tear apart any boat or raft. Traders, Indians, and timber prospectors had to portage canoes and equipment on foot around the rapids. Prior to the 1850's, because of the nearly impenetrable forest, the only travel route through the unsettled wilderness above the falls was the river, the fabulous Wisconsin River, the longest in the state.



Figure 1: The Wisconsin River as it was known in 1855.

Then, in 1855, Marathon County (which then included all of Lincoln, Oneida and Vilas Counties), authorized construction of a road following the Ontonagon Trail, an ancient forest path blazed by Native Americans along the east bank of the Wisconsin River as far north as Pelican Rapids (Rhinelander) and then cut north passing near Sugar Camp Lake, where a settlement had sprung up for maple sugar production around a belt of hardwood (Figure 2). From there the trail continued to the Eagle River Chain of Lakes.

The Fox and Helms firm was selected by Marathon County to open the way to the north woods logging by cutting a "tote" road on this Ontonagon Trail for transporting supplies from Jenny (Merrill) to the Eagle River area near Eagle Lake where their camp was set up. This "tote" road, just wide enough to

accommodate an oxen-drawn sleigh or a two-wheeled cart, crossed the Pelican River where the Highway 17 bridge is now located in Rhinelander. The site where the city of Rhinelander now stands was by-passed by loggers at this time because of swamps near the river and too many hardwood trees within the pine stands.

One of the men on the Fox and Helms logging crews was nineteen-year-old John C. Curran, who was to become Rhinelander's first white settler (Figure 3). Born in Quebec, Canada, in 1838, he journeyed to Wisconsin in 1855. A young man with little formal education, he nevertheless possessed the independence of the frontiersman with the unselfish and progressive outlook of the community leader in a way that well suited him to lead a group of town-builders in later years. Fortunately, his memoirs of the four years from 1855 to 1859 telling of his experiences on the first logging drive from the northern chain of lakes have survived.



WISCONSIN POPULATION BY COUNTIES, 1850

Figure 2:
The Wisconsin Counties as they were in 1850. Courtesy of the State Historical Society of Wisconsin, Smith.

As a seventeen-year old, John Curran arrived (as did others from the New England area) in Wisconsin after having had a taste of logging in upper New York state. He had heard about the "Wisconsin Pinery" and came to Jenny (Merrill) in the fall of 1855 to work at a sawmill until the snows came, when he went out in the woods to log for his employer. In the spring, he rafted lumber from Jenny down the river to the Mississippi and then to Quincy, Illinois. This first run gave him a taste of the river and problems he would be facing later in the north woods.

After returning to Jenny in October 1856, he worked in the woods nearby and did construction work on a new hotel through the summer of 1857. That August, after turning 19, he met "Dutch Pete" Cramer, who was in Jenny collecting supplies and needed help canoeing back up the river to the Eagle River area where he had settled. Curran joined him and their first stop was at Grandfather Bull Falls, halfway between Merrill and Tomahawk. There they stored their dugout canoe and loaded the supplies on their back making several portages to the head



Figure 3:
John C. Curran in his later years

of the falls (over a mile of rocks and rough terrain) where another canoe was waiting above the falls. They continued up river to Grandmother Bull Falls just below Tomahawk, where they had to portage again and drag the canoe above the falls. About eight miles above the Tomahawk River they struck rapids and needed another portage.

During the Summer and Fall of 1857, Curran worked cutting hay near Eagle River (no town was yet established) for the winter logging around the chain of lakes above. On December 5th, after a difficult trip to Stevens Point, he returned on the tote road with several men and two sleds of supplies for the northern camp on Eagle Lake. After surmounting several obstacles, they arrived at the Fox and Helm logging camp twenty-seven days later, on New Year's Day, 1858.

The Fox and Helms Camp was the first to be set up above Grandfather Bull Falls. Perhaps, because of the magnitude of the falls, earlier logging had not taken place. However, the lure of the vast stands of White and Norway pines around the Eagle Lake area was too strong, so logs were cut and dragged onto the ice for the remainder of the winter.

The first logging drive from the Eagle River lakes to Mosinee (Little Bull Falls) was not very successful. The cut was not large (about 20,000 logs) and the drive itself was hit by labor trouble, logjams and a tragic drowning. Once it halted completely when the logs jammed on the Pelican Rapids, near present-day Rhinelander, and was temporarily abandoned. Among the 15 men who remained for the spring river drive, eight were French-Canadians who had never driven logs before, but seven men from Maine were more experienced and introduced the peavies, which combined the canthook with the handspike, for better handling of the logs.

The first drive began when the ice went out about May 1, 1858. It began on what is now called Catfish Lake and then into Eagle Lake where a giant boom was made to control the distribution of the logs into the lakes leading to Eagle River. At times the wind would break the boom and another boom was made to sweep up the scattered logs, a chore of great danger for the young men on the very large Eagle Lake.

The drive moved along without incident, through Otter, Duck and Yellow Birch lakes, into the Eagle River and on into the Wisconsin River to Otter Rapids where a labor dispute resulting in the first of several delays occurred. Because of the long working day (sunrise to sunset), the crew requested four meals a day instead of

three. Superintendent Fox refused because of the high cost and the delayed financial return involved in the logging operations. He became so upset by this request that he left the drive and went back to farming along the Eagle River.

A few miles further, the drive was halted by several logjams. Trying to break the jams, one of the men disappeared. Using a hook, Curran located the drowned logger's body (some sources have estimated over 200 loggers were lost in one year). Since the family of the dead man lived in Big Bull Falls (Wausau), it was decided to take the body there for burial. Curran did so, but the drive was slowed and the river was at low level.

Some days later, Curran went back upstream and located the crew, which had given up the drive above the Pelican Rapids. Later, with a new crew, he went upstream and brought the logs down. So ended the first Eagle River drive down the Wisconsin River, over the Grandmother and Grandfather Falls, continuing down through Jenny Bull Falls and Big Bull Falls to Little Bull Falls (Mosinee).

Later that summer, Curran returned to the Fox and Helms camp on Eagle Lake where Superintendent Fox welcomed him and had Curran work with them preparing for the next winter's logging. After cutting hay in the summer months, he helped build three new logging camps for the 1859 winter's activities. Because of his demonstrated ability during that winter logging season, Curran was made a foreman at the age of twenty, with many older and experienced men under him.

Because of his experience traveling up and down the river with the many obstacles encountered on the log drives, and perhaps because he realized the potential for increased regular income, Curran decided in 1859 to quit logging temporarily and settle at the junction of the Pelican and Wisconsin River, where Rhinelander now stands, to open a trading post and "Half-way House" for travelers between Jenny and the Eagle River Area. His memoirs of the early log drives end at this point. But another chapter in Wisconsin's epic logging history was given for posterity by his decision to put the account in writing.

LITERATURE ACKNOWLEDGMENTS

The author wishes to acknowledge the following sources for assistance in providing a better understanding of the time and places of the memoirs which allowed a more complete background for the account.

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Eugene Simeon Shepard and the Living Legacy of the Rhinelander Hodag

By Kurt Kortenhof

Serving as an apprentice on his initial land-looking venture, Eugene Simeon Shepard first laid eyes on the future location of Rhinelander, Wisconsin in 1870. Returning south from inspecting timber in the vicinity of the Eagle River, Shepard and his newly acquired employer, Albert A. Webber, camped at the confluence of the Wisconsin and Pelican Rivers. Known then as Pelican Rapids, the location impressed the sixteen year-old Shepard engaged in learning the art of timber assessing. Shepard later remembered:

> *I came down and explored the flat country where the city now stands. The land was covered with a thick growth of jack pine and larger long slim Norway. Mr. John C. Curran had settled at the mouth of the Pelican river [sic] some 16 [actually 11] years before and had a clearing made where the city park [Shepard Park] now stands. He was engaged [in] buying furs from the Indians and in a small way logging in company with L.S. Coon of Wausau and Berlin. A dozen yoke of oxen were grazing around the country and about a dozen families of Indians lived in tepees around the place and worked as Indians usually do in intervals.*

The combination of water power provided by the rapids, and the extensive stands of pine covering the area made Pelican Rapids a prospective lumbering headquarters with enormous potential. Indeed, Pelican Rapids' untapped opportunity peaked the young Shepard's interest. Long before Rhinelander was founded, Shepard had decided that he would "be there also on the ground floor."[1]

Over a century and one quarter after Eugene Shepard first viewed Rhinelander's future location, his name remains tied closely to the character of the city and his often-retold antics ingrained it its local color. Shepard's most notable accomplishment was his 1896 capture and popularization of the Rhinelander Hodag, a fictional lizard-like beast born of the lumber camps and employed to promote the city. Today the Hodag is Rhinelander's high school mascot, city symbol and most-prized tourist-attracting peculiarity. To be sure, accounts of the Hodag's capture and entertaining career have been recounted in newspapers from Bangor, Maine to Fairbanks, Alaska. In fact it is difficult to find a publication focusing on Northern Wisconsin history, lumbering or regional lore that does not offer some account of Shepard's Hodag. These accounts, however, focus entirely on the hoax of the Hodag - the fact that it was an invention evolved from a lumber-camp myth and molded into an elaborate prank that may have fooled some, but gave more a chuckle.

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1 The following is derived from LONG LIVE THE HODAG! THE LIFE AND LEGACY OF EUGENE SIMEON SHEPARD: 1854-1923 by Kurt D. Kortenhof (ISBN: 0-9653745-0-5). For a more detailed account of Shepard's impact on Rhinelander, complete citations and bibliography please refer to LONG LIVE THE HODAG!

This essay explores a very different, far more serious, aspect of the Hodag. When viewed as a novel chapter in Rhinelander's desperate attempt to withstand the rapid decline of the lumber industry, Shepard and his Hodag yield insight into a community's struggle to handle the deterioration of an industry that gave it birth and nurtured it through its earliest years. In the opening decades of the twentieth century, Rhinelander, like all communities that sprang from the reckless and rapid advance of the lumber industry, faced the very real danger of disappearing with the trees. To combat that threat, leading citizens, those with most invested in the community, formed boosting committees that tried almost anything to induce industrialists, settlers and farmers to move to the region. Civic leaders held annual county fairs to promote agriculture on tracts of lands filled with stumps implanted in poor soil, promoted tourism and exploited the natural advantages of the region, offered inducements to industrialists to locate within the city, and granted large tracts of land to railroad companies in exchange for connecting the city to their lines.

Throughout this exciting and stressful civic development Shepard, an eccentric man with a lumber-camp background, a flair for story-telling, a reputation for pranking and a very true interest in the betterment of the community, played a paramount role. In addition to what the Hodag may have been or has since become, it was also a unique effort to promote a city in trouble. This essay contends that when viewed in the context of Shepard's other boosting activities, his Hodag ploy becomes more than a mere prank. Shepard combined two of his seemingly separate characteristics - his familiarity and enjoyment of lumberjack lore and his extensive involvement in the economic development of Rhinelander - into a Hodag ploy that promoted the city and created a legacy.

Eugene Simeon Shepard was born in Old Fort Howard (present-day Green Bay, Wisconsin) on March 22, 1854 (Figure 1). Shortly thereafter his father, Simeon Shepard, moved his family to New London, Waupaca County, Wisconsin. Eugene received a sixth grade education in New London schools, and he spent much of his youth working on his father's farm. In 1866, Simeon Shepard died and Eugene, at age twelve, was "thrown upon his own resources." He initially began working as a hired hand on several New London farms, and, for a short period, he piloted a tug boat along the Wolf River. By 1870, the youthful Shepard found his vocation in the woods of Northern Wisconsin where he served as an apprentice on a land-hunting expedition. On September 9, 1876, Eugene, age 23, wed Mildred "Molly" Woodworth, two years his junior and the daughter of Captain Sidney and Alice Woodworth, a prominent New London family.

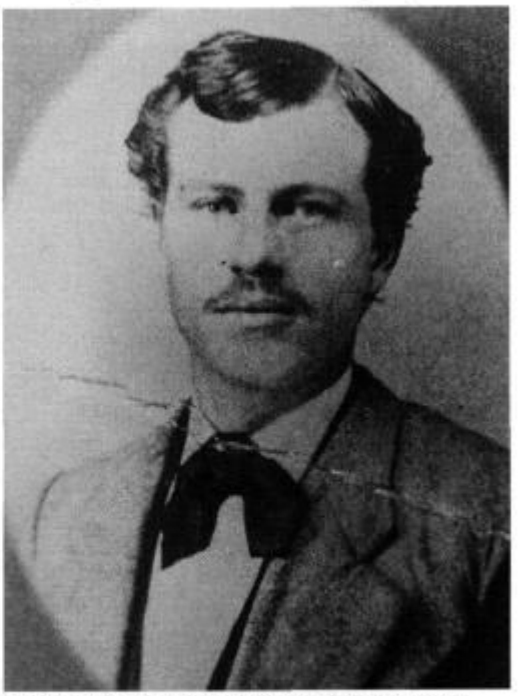


Figure 1: Eugene Simeon Shepard, circa 1876. *Rhinelander District Library Collection*

The following year the couple had their first son, Claude. Layton, Claude's only sibling, was born fifteen years later in 1892.

Eugene Shepard first stumbled across a Hodag in the autumn of 1893 near his home in Rhinelander, Wisconsin (Figure 2). Although a seasoned woodsmen, Shepard had never before encountered a Hodag, the beast so often spoke of in the lumber-camp bunkhouses. The sighting, however, was unmistakable. Shepard stood face to face with a 185 pound, seven-foot-long, lizard-like beast. Its head was disproportionately large for its body with two horns growing from its temples, large fangs and green eyes. Covered with short black hair, the body appeared stout and muscular, its back was covered with spikes which led to a powerful tail. The four legs were short and sturdy with three claws facing forward and one pointing in the opposite direction. As the beast turned to greet his uninvited guest, its nostrils spouted flame and smoke and a horrible odor, which Shepard described as a "combination of buzzard meat and skunk perfume," filled the air. Wisely, Shepard retreated in a hurry. Back in Rhinelander he described his encounter to towns people and lumberjacks. Clearly, Shepard had witnessed the monster lumberjacks believed embodied the restless spirits of dead lumber oxen - he had seen a Hodag.

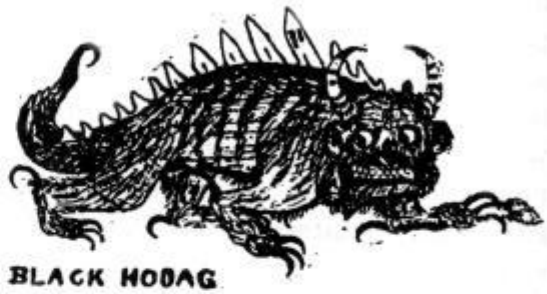


Figure 2: Shepard's first published drawing of a hodag appeared in the October 28, 1893 issue of the New North.

Gathering brave townsmen and willing lumberjacks, Shepard assembled a hunting party to capture the strange beast (Figure 3). Armed with "heavy rifles and large bore squirt guns loaded with poison water," the hunting party set out to



Figure 3: Shepard's Hodag circa 1899.

Rhinelander District Library Collection

confront the monstrosity. Discovering the Hodag near where Shepard had first sighted it, the hunting party dispatched a number of dogs to corner the beast. This proved unsuccessful as the Hodag "scattered about the place" small fragments of the hunting dogs. Like the dogs, the hunting party's weaponry proved of little value in subduing the now irate Hodag. Luckily, the hunters had brought along a large supply of dynamite. After piling birch bark around the cornered beast, the lumberjacks lobbed sticks of dynamite at their prey. The explosions ignited a fire that engulfed the monster and eventually took the Hodag's life. Although the chard remains of this first Hodag were transported to Rhinelander and displayed, Shepard's hunters were unable to capture the beast alive.

It was not until three years later that a determined Eugene Shepard captured a live Hodag. In the autumn of 1896, Shepard and a group of lumberjacks surprised a Hodag in its den and asphyxiated the monster with a heavy dose of chloroform. Shepard then transported the Hodag to the Rhinelander fairgrounds and confined it to a pit resembling its den "in order that the animal would not discover the deception being practiced upon him." Days before the opening of Oneida County's first fair, Shepard announced that he would proudly exhibit his recently captured beast.

The Hodag, displayed near the entrance gate of the fair proved the event's main attraction. On Monday and Tuesday, the first two days of the fair, "the tent was filled with a crowd of curious people throughout the day." On Wednesday, "a large number [of spectators] gave up their dimes to see this strange animal and hear its history as told by Eugene Shepard himself." Entering a dimly lit tent, and separated from the beast by a curtain and a good distance, the fair-goers witnessed the beast move and growl. Very few left the fair grounds not believing in the authenticity of Shepard's Hodag. From this introduction the Hodag and its boastful owner toured county fairs and even the Wisconsin State Fair in Madison.



Figure 4: This 1899 photograph became the popular "capture postcard" during the 1920s.

Rhinelander District Library Collection

Furthermore, Shepard displayed his monstrocity in a shed at his Rhinelander home for all to view. In this capacity the Hodag attracted thousands of curious spectators, and brought a disproportionate amount of attention to a small frontier community in the uppermost regions of the Wisconsin River Valley.

Eventually the Hodag was discovered to be an elaborate hoax. Its body, a carved stump covered with an ox hide; its horns and spikes derived from oxen and cattle; its movement controlled by wires; and its growl supplied by Shepard's sons hidden in the monster's lair. This discovery, however, took nothing away from the Hodag's popularity. People from across the state and region continued to travel up the Wisconsin to Rhinelander to view Shepard's creation. Although the original creature was destroyed by a fire near the turn of the century, the Hodag continued to gain popularity. By the 1920s an extremely popular postcard, portraying the Hodag's capture, circulated throughout the region (Figure 4). Soon Rhinelander became known as the Hodag city and its inhabitants proudly touted its unique identity and the piece of local color on which it was based.

To the casual observer Shepard's Hodag ploy was a practical joke pulled by Rhinelander's most celebrated prankster. A more in-depth investigation of the circumstances surrounding the Hodag's creation, however, reveals a far more serious side of the beast. In addition to comprising a known jokester's most successful ploy, Rhinelander's Hodag was, and continues to be, a very serious, preconceived promotional project. To be sure, the Hodag played an important role in making Rhinelander what it is today - the regional industrial center of Northern Wisconsin with an odd twist of local color.

In the autumn of 1896 Rhinelander found itself in the midst of a very significant crisis. Although founded just fourteen years earlier on the sole strength of the lumber industry, the city that grew up over night had all but depleted the very thing that gave it life - the surrounding pine forests. Indeed, half the city's saw mills had already closed and moved on, and the few remaining were forced to extended their operations further and further from their mills each season. Countless other lumbering frontier communities had flourished with the industry and disappeared with the trees. Would Rhinelander follow suit? The city's leading citizens, those who had invested time, money and measureless energy into forging a community out of the Northern Wisconsin frontier were determined that Rhinelander would survive the demise of the great stands of pine. To this end, Eugene S. Shepard anxiously donated his unusual talents and odd personality.

The businessmen who comprised the community's elite struggled to keep Rhinelander growing while the surrounding lumber supply dwindled. Prompted by the city's newspapers, Rhinelander began a tireless campaign of city promotion. Working through organizations such as the Rhinelander Business Men's Association and the Rhinelander Advancement Society, Shepard and others attempted to attract agriculture, tourism and non-lumber-mill-related industry to the city.

Rhinelander, as the seat of the newly created Oneida County, spearheaded the county's drive toward agricultural development. By 1896 the Oneida County Agricultural Society planned its first annual Fair and Exposition. Unfortunately, the sparsely settled county had very little agricultural produce to exhibit as

farming in the cut-over was still unproven and extremely difficult. Even the city's leading weekly confessed "The farm product and livestock exhibit cannot be expected to be very extensive in a community where agricultural interest has only commenced to be developed." Acknowledging the lack of exhibit substance, the fair organizers appealed to the city's most flamboyant and popular entertainer for guidance. Under these circumstances Shepard created the captured Hodag - to be exhibited at the fair and bring people to Rhinelander.

The city did indeed attract industry, while the county attracted agriculture. Rhinelander bridged the gap between lumber boomtown and industrial center as the surrounding countryside converted its cut over lands into farming fields. In this transformation the Hodag played its part. In addition to being the most unique aspect of Rhinelander's local color, the Hodag is a living reminder of what Rhinelander once was and how it evolved into what it is today. Decades after that fateful autumn of 1896 Eugene Shepard explained why he "captured" the Hodag:

> *By no means is all the progress to be credited to the Hodag, but the Hodag did his bit! Not only hundreds but thousands of people came to view the Hodag...and not one of them went away without having learned a little more about north Wisconsin and it is safe to guess that each one of those thousands told others what they had seen and heard and in this way the beauties, opportunities and resources of north Wisconsin spread, and many who came out of curiosity only, have come to make their home with us. Long Live the Hodag!*

While amusing Shepard and others, the Hodag brought people to Rhinelander. In doing so, the town promoters felt it fulfilled a crucial step in the process of booster-assisted city growth. Perhaps the most intriguing aspect of the Hodag is that it continues today, over 100 years later, to fulfill a similar promotional role.

SUGGESTIONS FOR FURTHER READING

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A CENTURY OF SURVEYING IN NORTHERN WISCONSIN

By Frederic H. Copp

From 1835 to 1870 small bands of men moved through out Wisconsin, setting wood posts and marking adjacent trees to divide the state into one mile squares. Besides establishing formal land sub-boundaries for future ownerships, this became the earliest recorded detailed evidence of the Wisconsin landscape. The following paper describes the location and perpetuation of a few of those wood posts.

The Forest Division of the Wisconsin Conservation Department employed me as a land surveyor, and much of my work was within the boundaries of the Northern Highland State Forest (NHSF). The NHSF is located mostly in Vilas County and parts of Iron county, south and east of Hurley, Wisconsin. Looking at a map of Vilas county with the NHSF identified, you would see that the forest has within it several descriptions that are in private ownership. This was fortunate for me, because there is very little need for land surveying where one party owns all the land.

The local land survey society added "Northern Lakes" to its name. It's an indication that field conditions in the area are a little different (because of the lakes) than some areas of Wisconsin. Many times, I wonder just what the original surveyors said when they found out what the area which they had contracted to survey was really like. This area is a far cry from Iowa Prairie where the contracts were let. Undoubtedly trying to show a profit on such a contract led to some "short cuts" which were used in the area.

It is important to understand that when discrepancies occur between surveys, the original survey is "the correct survey" by law. To treat it any other way is to invite chaos. Our work consisted of retracing the original surveys and locating and "remonumenting" the original section corners by strict surveying standards. I will take you through a bit of the corner search work to help you appreciate the matter of maintaining land ownership identities with government surveys.



Figure 1: Bearing tree made May 16, 1960 to perpetuate the 1/4 corner post set by Alexander Anderson in 1863. Photo by M. Bordeau 1969

In our time we completed the resurvey of townships like the Manitowish Chain of Lakes, legal location of Township 42 North, Range 5 East (this type of identity will be abbreviated to T42N, R5E in future text). These quadrant locations simply indicate the north-south and east-west locations of the townships, which are squares six miles on a side and are composed of 36 sections. These sections are generally squares one mile on a side except in special circumstances where preestablished rules apply.

The original surveys were made between 1855 and 1865 and the loggers moved in right behind the surveyors. In fact the survey of the public domain was rushed in Northern Wisconsin so that the land could be transferred into private ownership for logging. When a section corner was established it was marked with a wooden post with four trees also marked as witnesses to the corner, called bearing trees, or BT. (Figure 1) The distances and compass bearings to the witness trees from the corner were recorded along with other information such as species and size of the tree to help persons find the location at a later date. The originally established corner was to be a permanent monument to determine land ownership thereafter. When the new owners had cut the trees and hauled away the logs, the slash was burned, either by accident or on purpose. At first glance this would seem disastrous to a survey monument which was a wooden post tied to two or more wood witnesses (namely trees). But, I think that perhaps the charring of the stumps preserved as many bearing trees as it destroyed.

The first thing surveyors do when looking for a corner is to make a paper search. Perhaps some surveyor before us found the original corner and made new bearing trees, thus extending its life by twenty to a hundred years. Some former surveyors whose records are available are, Vaughn, Dorr, Hall, Burnette, and Baker.



Figure 2: Field of stumps *Photo by F. H. Copp*

If no paper record, other than the original notes can be found, head for the woods. On our township surveys we reserved the fall after the leaves are gone and before we have snow cover, to make an intensive search for original evidence. Somehow we just don't seem to do as thorough a job of searching when it is 15 degrees below zero F and all the stumps are hidden with snow as we do during Indian summer.

To begin a survey we must have some place to start, ideally a corner a short distance away. If there are no corners close, perhaps something for reference can be located on an aerial photo, such as old cutting lines or recorded natural features. Very few corners are found by just wandering around in the woods - you must know where you are!

After a starting point is located we run a direction for a distance, using a hand compass and rough chaining or pacing, marking the probable point with flagging. Then we look for obvious marks of the corner such as monuments, line blazes, cruiser marks or bearing trees.

With the approximate position of a corner marked with flagging, we are looking for a stump, and we sure have lots of stumps in our country, as Figure 2 shows. So there is not usually any trouble finding something to look at, only in looking at the right stumps. The evidence that is found to substantiate an original corner vary depending upon the availability of BTs for witnessing and the scribing put on them. Figure 3 is a photograph that shows evidence of scribing.



Figure 3: Mirror image of the scribing made by the over growth of the original bearing tree on the north shore of Wool Lake.

Photo by M. Bordeau

A witness stump marked by an unknown surveyor lead to the location of the original N 1/4 of Section 10; but, in the case of the N 1/4 of Section 9, in the same township, a swamp served the same purpose.

The only part of the original notes for the line between Section 4 and Section 9 which means a thing are the bearing trees for the 1/4 corner, which were: Tamarack 6 N74E 116 links and White Pine 8-inch, S84E 130 links. Tamarack is a swamp species and white pine is usually a highland tree. Both distances are about a chain (66 feet) longer than would be expected. The bearings are only 22 degrees apart and close to east. Put this together and we knew that we should look for the corner about 120 links west of the east shore of a swamp, or from an island in a swamp.

Our random line had crossed a small swamp in the area of the 1/4 corner. As pine stumps seem to be more durable than tamarack we first examined the east shore for the remains of the S84E tree but found nothing that could be identified. Moving out in the swamp we found a rotten tamarack stump about the correct diameter and showing overgrowth. We measured the original bearing and distance

from the stump, and Paul, who was at the end of the chain, stomped around a little in the area and said "I feel a post." Sure enough we had located another original corner. It always surprises me when we pull up the point of a post, which has been set 100 years or so ago, to find it just as bright as it was the day it was set (Figure 4).

One bearing tree, if it can be identified, is sufficient evidence to perpetuate a corner, but occasionally we have remains of all the bearing trees as was the case at the northeast corner of Section 13 of T40N, R7E. We were running north on the east line of the township and having tied into the east 1/4 corner, we projected a line true north 40 chains. After setting the 40 chain hub, we examined the stumps in the area for evidence of the 1860 marks.

Some 40 or 50 links northwest of our hub we found a stump with pitch over the oval of the lower face. No scribing had withstood the 99 years of weathering. We quickly located the remains of the other three stumps. The northeast had a vague oval face. The southeast was identified by position only and the southwest stump, a tamarack, was rotted flush with the ground. As we hoped to photograph the digging out of a post point, we left the area undisturbed until the next day when I took in my camera.

The next day we marked off an arc from one of the stumps, using the distance recorded in the original notes. When the top soil was scalped off from the indicated point a dark area formed by the rotted wood post showed up. Paul tried to remove the remains of the post, but it was completely rotted. The shape of the point of the original post was retained by the mass of roots which had grown in the rich soil formed by the rotting post. We continued to dig and were able to follow the pattern of the post to its point, about 14 inches below the surface of the ground. The remains of the bearing trees were sufficient evidence for perpetuation but we always look for any additional collaborating evidence to support the position of an original corner.

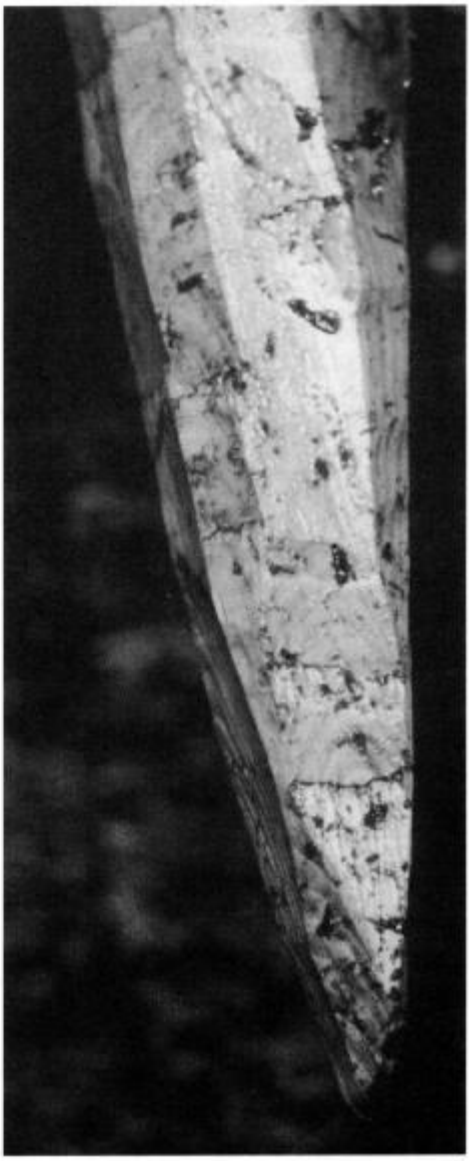


Figure 4: Point of post, set to mark the north 1/4 corner of section 9, T40N, R7E by Alexander Anderson in 1863.
Photo by M. Bordeau

During the resurvey of the east 24 sections of T41N, R6E, which are in the NHSF, it was found that iron pipe which was supposed to monument the corner common to sections 11, 12, 13 and 14 did not check out to any stumps. This was suspicious as the SW original had been a much larger than usual tree and there

was a large pine stump, without identifying marks of any kind, at the correct bearing, but ten links (6.6') closer to the pipe than the original call. Using the large stump as the SW original we found evidence of the NW original but it was identified by position only.

As this section corner was only a short distance north of Trout Lake and no evidence of the original meander corner (MC) had been found, it was felt that it would be well to have photographic evidence of the digging of the post point. A meander corner was set at the intersection of a lake or river. It was felt that it would be well to have photographic evidence of the digging out of the post point. Many times post holes cannot be found. Occasionally without the post hole the other evidence is insufficient.

A mile west and one and a half miles south an erroneous corner was found positioned over 2 chains (132') west of the true corner. We needed to locate the center of Section 23. A transit random line was projected westerly from the original east 1/4 corner for 80 chains. A weathered square post was soon found standing about two chains (132 feet) west of a small stream. No remains of original bearings trees could be found from the wood post.

This in itself is not sufficient evidence to brand a corner erroneous, as we have many fully authenticated original corners where no trace of original bearings trees can be found. But, the original plat shows the corner stands 2 chains south of the creek and these two conflicting facts told us that the very obvious wood post was not the original corner. This turned out to be the correct assumption but for the wrong reason.

We continued to search in an ever wider area trying to figure out which way the original surveyor ran the section line, as the creek on the plat did not check with what we found in the field. A rampike was found which had a scar on both the north and south sides. A little work with an ax told us that we had a line blaze made from 50 to 75 years ago. Running north from that point we found a blaze close to our projected line. With these "hot" clues we intensified our search for the original bearing trees. Overgrowth was found on the correct side of a rotten stump. When it was pulled away we had a very well preserved lower face.

When I took the photographer, Mr. Bordeau, in to take pictures months later we found that a new beaver dam had raised the water six to eight inches and we now had an underwater 1/4 corner. In trying to photograph the bearing tree, I loosened the face so much that it was floating so it is now among the states exhibits.

Not all corner evidence searches result in finding only bits and pieces of bearing trees. One on the east shore of Sparkling Lake was logged by loggers who could not pass up a scribed tree. But they did cut above the upper face. If all of the original bearing trees had been cut in this manner, we would have many more original corners today.

The logger on the west shore of Sparkling Lake was not as considerate. The records in our office show that the MC between Sections 23 and 26 of T41N, R6E has been unsuccessfully searched for since 1913. It was felt that we had very good

control and our crew had looked for the corner on two previous occasions when on August 19, 1961 I returned to the area alone. The only chance of original evidence I had was the north-37-degree-west pine stump. The other bearing tree was an aspen.

The only good pine stump of correct diameter and distance from the lake was about halfway up a steep bank. Even though I knew that between us we had looked at it a dozen times, examining the axe work on the side where we expected to find the face, I kept returning and looking at it "one more time." There it was, "scribing" just as plain as anything, only it was on the south and not on the southeast side we expected from the call of the original notes.

The axe man who had made the original face must have had trouble standing on the steep bank and stood behind the tree where he could only reach the south side. The point of the original MC fell in the lake and a witness corner was set on the section line. The scribing from this stump is also on exhibit in the state forest office. This is on the slim side for perpetuating evidence, although the small overgrowth and the flat face would have been sufficient if it had been found on the proper side of the stump.

The corner common to Sections 2, 3, 10 and 11 of T40N, R7E was found even though both bearing trees were gone. The location of this corner demonstrated the advantage gained in township resurvey. We had found the North, East, South and West corners and had computed the four probable locations of the Section corner with reference to the intersection of our random lines. At the point 1.20 links east and 0.78 links south of the intersection, we found two stump holes that matched the original notes. In an area with as many old stumps as we have, it seems that you could find many pairs of stumps that would match the original bearing and distance. But, we do not find it so.

The nine-inch oak stump North 20 degrees, west 17 links left a near perfect impression of its roots. The 10-inch aspen South 61-1/2 degrees East, 33 links distance was partially overgrown by another tree, but it was still quite plain. Paul thought I was grasping at straws on this one. When we scalped the corner area we had a well defined humus filled hole which tapered to a point. The old birch log lying a few feet west of the corner, showed faint evidence of a blaze, or cruisers mark. The position of the post hole was perpetuated with a 2-inch iron pipe with a brass cap and four new bearing trees were marked.

In 1960, Mr. Reinemann, the manager of the NHSF, asked us to find out what corners were available in the Partridge Lake area. He only needed to know if they were available or, if they were not, not how long it would take to establish them. *Note: this type of work is strictly rough chain or pacing, and hand compass.*

The only corner on which we had recent records was the South-east section corner. Paul thought that he remembered seeing a wood post on the shore of Partridge Lake some years ago. B.F. Dorr had worked in this section in 1900 and had set a 1/4 line MC on the east shore of the lake. He had also run the north 1/2 of the east line and the east 1/2 of the north line.

We ran a half mile north of the southeast corner and found faint indications of marks on an old birch log but nothing which could be identified. Nor could we match two stump holes. Chaining west to the lake we matched Mr. Dorr's distance

very well so we were sure we were in the correct place. Abandoning this area temporarily, we went to the point on the north shore of Partridge Lake. We did this for two reasons. First a meander corner is generally found somewhere near a lake shore, which cuts down the search area. Second there were pine originals on both sides of the point and generally pine stumps were more durable than hardwood stumps.

The meander corner (MC) on the west shore of the point was identified and located from the remains of the 5-inch white pine south 14 degrees west, 5 links bearing tree, now a stump with evidence of overgrowth of the lower face, axe work and lower notch.

The MC on the east shore of the point was not found. A tall picket with flagging was placed here, east of the west meander corner. Walking around the bay we picked up the line from the picket and looked for evidence. The original bearing trees were spruce, which is one of our least durable species of trees. The only clue we had was a very rotten spruce log which showed slight signs of a face. Incidently we were in an intermittent swamp fringe and the area was very dense with balsam, alder, and other swamp vegetation. The original bearing and distance from the stump end of the spruce was brush cut and an area two feet across was scalped, revealing the cross section of the original post. As evidence of the original Bearing tree was so faint, special care was taken following this post hole to its tapered end.

Marking this MC with a temporary wood post we continued the compass line east of the original distance, to the north-1/4 of the section. Here we found the remains of the white birch bearing trees and again found the humus filled hole left by the original post.

Four tries, three corners! We were really happy, especially as one was from spruce and the other white birch as both of these trees do not commonly last 100 years. Using the hand compass and rough chaining, we continued east 40 chains to look for the northeast corner of the section. Here the original bearing trees were hard maple and yellow birch and our 40-chain point was in a hemlock hardwood stand. We chopped out old scars and even dug for some old stumps but could find nothing. An area four or five chains in diameter was covered.

In an attempt to check our position we prolonged our line north from the southeast corner for 80 chains. This placed us in the same area that we had located from the north-quarter corner so we again covered the area thinking that we had surely missed some trace of evidence in our first examination, but again, no luck.

Returning to the office we examined our copy of Mr. Dorr's notes, rather than our index of bearing trees, which was the only information we had taken to the field. We knew at once that we had seen the corner and also the yellow birch original was a living tree. As we had run east from the north-1/4 we had noticed a post at 36 chains; but, since a family of Indians had a sugar camp in the area we just assumed it to be something other than the section corner for which we were looking.

Two things threw us off on this corner. First, we closed our mind to anything but 40 chains which one should never do. Second, we were looking for rotten stumps or other remains, not a living tree 30-inches in diameter. The remains of the original maple were also found so it was not necessary to cut into the birch for identification.

No evidence was recovered at the east-1/4 corner but the corner was perpetuated and recorded by using Mr. Dorr's distance from the Northeast section corner and the 1/4 line meander corner on the east shore of Partridge Lake.

Saving the best until last, (Figure 5) this is one of the best preserved faces that I have seen. The southwest original is only a moss covered log. but the northeast bearing tree is a fine tall stump which I hope will be standing in the year 2066.

In closing, I share a thought with you, "We have many problems working in an area where original evidence is still available, but we also have the thrill and satisfaction of finding those fragile marks which were carved, less than a quarter of an inch deep, on a living tree over one-hundred years ago: but, whose silent testimony stands as irrefutable as if they had been chiseled deep in a granite monument."



Figure 5: Original bearing tree dead but stump still standing 100 years later with scribing still visible. Scribing reads T42N, R6E, S15.

Photo by M. Bordeau

"Connecting the Past to the Present: Logging - Camps, Company Towns, and Company Farms"

by Sara Witter Connor

"The need to know our place is a basic human need, especially in an era to which one place seems pretty much like any other. While there is some comfort in knowing that we can find the fast food strip anywhere in the United States and know what we are getting, we have lost something more important in not really knowing where we are. Is it any wonder that we have spent the last couple of decades pondering who we are as a people when we cannot even recognize the uniqueness of the places that created us?"[23]

INTRODUCTION

In 1896, W. D. Connor and his brother, Robert Connor, Jr. came to northeastern Wisconsin to search for additional timber for the R. Connor Company located in Auburndale and Stratford. In deciding to build the sawmill town of Laona, the brothers contributed to the migration pattern of immigrants which still is evident in the living history and logging archaeology of the northeastern Wisconsin area over 100 years later.[8] Families followed the "sawdust trail." It has spawned a legacy of responsible natural resource use, wood products industries, and has connected the "past to the present" contributing to the Wisconsin economy for four and five generations. The hardworking immigrants are now successful Americans contributing to Bourtsin's "American Experience." It is an experience of allowing subsequent generations in small town America to supercede their ancestors in economic and/or societal arenas. In this rapidly changing and turbulent world, they have a "sense of place."[23] They have stories to tell, know who they are, and are a part of Wisconsin's forest history.

Today, through Camp Five Museum Foundation's (CFMF) community outreach efforts with businesses, academic institutions, civic groups, Laona School District, and the Laona community, students have the historical and educational mirror which reflects a sense of place. For the past four years in an ongoing project, Laona students have retrieved, relived, and researched their family's and community's Forest County, Wisconsin logging history. Over 85% are fourth and fifth generation logging families still living in the Laona area.

PART ONE

Camp Five Museum Foundation working with the Hamilton Roddis Foundation, as well as with the cooperation of the Wisconsin Sesquicentennial Commission, Consolidated Papers, Inc (now StoraEnso), and the US Forest Service, initiated research for Laona middle and high school students to be trained to recognize and work on logging archaeological sites (Figure 1). Since the students' own history was an integral part of the investigation, it was particularly rewarding to "connect the past to the present."[35]



Figure 1: Examining a historic logging camp site are: (from left to right) Craig Albrecht; Don Kircher, Manager of Camp Five; Dan Bobbe, Area Supervisor for Consolidated Papers, Inc.; Bill Belland, Jr. and Bill Cleereman, Jr.

Gerald Albrecht found a historic logging camp and railroad tie mill while he was chasing partridge through the field and woods after class one day. After his discovery, the then seventh grade class visited the Forest County Register of Deeds to learn more about the land. Leah Tomkiewicz, Deputy Register of Deeds, traced "the owners back to the birth of Forest County."[38] Names like Hughes, Isaacson, Rogers, Simon, Fenske, Box, Lafferty had appeared on the deed. Gerald's father is a logger in Newald with thirty years at Pine River Lumber Company. His great-uncle Martin worked in the woods all his life. Gerald's cousins' Albrecht Trucking Company is a well known log hauler. Gerald's great-great grandfather, Joseph, immigrated from Germany to Athens, Wisconsin, and in the early 1920s moved to Newald.[13 & 18] Gerald learned how to recognize archaeological sites. His site is registered with the Wisconsin Historic Preservation Office.[39]

Mike Thomas was a junior in 1998, and was working through Mrs. Jacklynn Enders' American History class. He came to my classroom saying that he had discovered a logging camp site, just south of Cavour, in the middle of his deer stand. Mike had the extraordinary opportunity to map his site on a one-on-one with Walter Ruckeim, United States Forest Service Laona Ranger Station (Figure 2). Mike and Walt discovered the "midden" (dump in laymen terms). The outline of the buildings were highly visible and Mr. Ruckheim stated that this was probably a logging camp with fifty to sixty men.[37] While he missed the "eighteen point buck" that fall, Mike has graduated from Laona High School and is studying computer graphics at Fox Valley Technical College.

A family originally from Boehmerwald, Germany - east of Regensburg close to the Czechoslovakia border,[14] Erin Sturzl, a sophomore Laona High School student mapped the Consolidated Paper Company "Camp 8" site. The site was twice a



Figure 2: Mike Thomas, with Walt Ruckheim of US Forest Service, examining the site Mike discovered.

Connor Camp: once for railroad logging and later on as a truck logging camp. An extensive site, Erin learned archeological mapping. Erin, now a 2000 graduate of Laona High School, decided then that she wanted to be an archaeologist! Erin's great-uncle, John B. Sturzl, had worked for the Connor Lumber and Land Company on the Laona and Northern Railroad. The family had moved from Germany to northwestern Wisconsin, to Stratford, and finally to Laona following the "sawdust trail."[14] Erin was reliving her Wisconsin Forest History.

Justin Cleereman's family contributed significantly to the archeological and UW-Max Kada projects. The Cleereman family immigrated from Belgium. They, too, had followed the "sawdust trail." They have a distinguished Forest Products History in Wisconsin. The Cleereman-Jauquet Lumber Company was founded in 1914. The Cleereman Lumber Company has been in business since 1945. Justin's grandfather, Robert Cleereman, Sr. took Justin and his sister, Courtney, to one of five known Cleereman-Jauquet logging camp archaeological sites[17] (Figure 3). Robert Cleereman, Sr. was a logger and a logging cruiser. His knowledge extended the bonds between generations connecting the "past to the present."



Figure 3: Justin Cleereman picking up artifacts on Cleereman Lumber Co. site

Logging camps were famous for their hard work.[5] One lumberjack said that the only time that they saw the camp in daylight was on Sunday. However logging camps are also famous for their food. A camp was judged by the quality of its food.[25] Remembering a camp visit, Norman Severt said:

> *We had quite a few dinners in the camp...It was Connors....One time, the cook said to me, 'Hey, why don't you come in? Do you need a piece of pie?....The fruits and vegetables were dried.....making apple pies, he would soak the apples and make a pie...prunes, apricots, pears and peaches were all dried..*[28]

People remember the desserts - cookies were a particular favorite. Mrs. Sonnentag, a Laona Elementary School teacher, interviewed her father, Mr. Myron, in 1995. He was a cook at Camp Five. Although in his eighties, he still remembered the basic sugar cookie recipe for the logging camp. Through trial and error and the intervention, through class visits to the Laona High School student kitchens, of Mrs. Sonnentag's mother - who had watched her husband make cookies innumerable times (he had not remembered the vanilla) - students in the Family and Consumer Education class and the Wisconsin History classes at Laona High School have reproduced the cookies for you from the original recipe. *(Editors note: Those good cookies were passed out to the audience.)*

While the meals in camps have been characterized as ordinary, i.e. beans and meat, it depended on the camp. The breakfast menu included pies, cakes, eggs, pancakes, coffee, pork chops, and/or Canadian bacon, sausages, and toast. Often other meats were also served. Lunches were served in the woods, where beans often froze on the plates. Dinners included the basic meat and potatoes and were embellished with seasonal vegetables, like rutabagas, squash or sweet potatoes. Steak sometimes was served on Sundays too. Ample desserts were also served. Camp Five was no exception, serving 100 lumberjacks over its many year longevity.

PART TWO

At one time, there were approximately forty logging camps surrounding Laona. It was a Company Town supporting the largest hardwood capacity sawmill in the United States. W. D. Connor built the town:

> *Once again, the formidable exertions of establishing a new mill and town were undertaken, this time at a greater and costlier distance from food, all supplies, agriculture, civilization, horses, oxen, and manpower. Wells had to be dug and wooden sidewalks laid. Of the 100 houses the company built, forty company-owned houses were first erected, renting at $5 to $6 per month.*
>
> *Logging camps were opened and a dam built. A used sawmill purchased in 1900 at Eau Claire from the Davis-Starr Lumber Company for $12,500, was dismantled into sections at Little Black, Wisconsin and shipped by circuitous routes to Laona. A large mill, it had two band saws and a resaw, which cut 35,000 to 45,000 feet of lumber daily. A planing mill was added...*[9]

Laona was established at the turn of the century and was named for Leona Johnson, the first white child born in the town. This year the Laona High School Junior Class participated with CFMF in the National Endowment for the Humanities "My Family History" project. Again "connecting the past to the present," students interviewed local Laona Senior Citizens and their families. For example, a student asked, "Did many women hold jobs when you were young?" Rosemary Krawze responded, "Not many women worked. There were large families to take care of. My mother was a housewife. She took care of our big

garden and did a lot of canning. Women did start working in World War II. Things changed after that."[27] The students found out what life was like, or the cultural history and anecdotal history of Laona.

The students' resultant "The Way We Were" exhibit at Camp Five Logging Museum this summer has contributed to the research and archives of Camp Five Museum Foundation. The exhibit will be a permanent installation in the Laona Chamber of Commerce building this fall as the students' historical legacy. In addition to the company houses, the first Catholic Church was built in 1903 and burned in 1936. The Presbyterian Church followed in 1904.[21] The Laona Northern Railroad [L&N] was established in 1902.[9] Prosperity brought the construction of the Laona State Bank in 1913 and the Hotel Gordon in 1914.[21] Many of the "teachers stayed in the Hotel Gordon."[2] The first Sargent Hotel, which was built in 1900 and had forty rooms, burned in the spring of 1906. It was complete with a "snakeroom" for over imbibed lumberjacks. The lumberjacks could lean on the bar and chewing tobacco spittoons conspicuously decorated the floor at the Zahringer Hotel.[29] "In Laona, there were about ten to twelve trains every night. There were eventually twenty-one saloons."[6] "Mancatchers" would arrive to carry the "stiff as board" lumberjacks to waiting wagons and train cars to haul them back to logging camps.[5] They would have to work their way back to town.

A popular hotel, Sargent's, rebuilt from the ashes in 1907, included an "Opera House" with local band members. "The Zahringer Hotel was always full of travelers and fifteen to twenty engineers."[6] By 1912, saloons were plentiful. One saloon, run by Aldertons, who later successfully ran the Alderton Dairy, had a prime corner location along the major highway through town. Fred Alderton also owned a "business Block."[22] The building later was turned into Biever Motor Company in 1932. They had cars like the "Wipit" and the "Hut mobile."[2] The Motor Company was followed by a "show House," followed by the movie theater, and finally into its present state as again a tavern run by Roy Benzinger from 1945-1975.[3] The Laona Hospital was built by the Connor Lumber and Land Company in 1912. Originally there had been a "pest house" for epidemics.[4] The Ovitz Hospital was built in 1922.[31] Laona was a growing town.

PART THREE

Families who came to northeastern Wisconsin were a focus of a study for the University of Wisconsin - Max Kada Institute in cooperation with CFMF and Laona High School in 1999. The "Family Origins....Connections Past and Present" exhibition from the Camp Five Museum is now traveling to several historical societies. These families followed the "sawdust trail" and have remained in northeastern Wisconsin for generations.

For example, Brandon Aschenbrenner[24] worked as a surrey driver on the Camp Five Museum Foundation "Green Treasure Forest Tour" during the 2000 summer and on "The Way We Were" exhibit. He is the great-grandson of Wenz Aschenbrenner, who was the farm manager for the Connor Lumber and Land Company farm in Laona, the site of Camp Five from 1902. Five of the nine Aschenbrenner brothers have all worked for the Connor Lumber and Land Company in varying capacities.[1]

The Connor company farm was established in 1924. The Aschenbrenners followed the Connor operations from Stratford and Auburndale. Brandon's great-great grandfather, Tony Aschenbrenner, was the farm manager for the R. Connor Company farm in Auburndale. W. D. Connor utilized the latest agricultural techniques and employed graduates of the University of Wisconsin Agricultural Station outside Mr. Connor's residing town of Marshfield. Mr. Musbach operated the station. It was known that Mr. Connor consulted with him frequently.[10]

The immigrant lumberjack and future farmers often provided their horses for logging camps. "August and John [Severt] primarily contributed their horses...They took the horses to Auburndale for the summer to the barns. They were kept real good. In the summertime they would exercise...They drove them in a team of four...Connor's had the best horses that there were in the world..."[28] The company farms provided pasture for the horse teams in the summertime.

Brandon is a fifth generation product of the "sawdust trail." His family originally immigrated from Germany to central Wisconsin. He is the connection to the past in the present, involved now in educating the public about forest products and forestry issues.

Not only the Aschenbrenner, but the Baltus family have roots in central Wisconsin. Mike Baltus, was the "Walking Boss." He was in charge of all the logging operations and camps. The Baltus's immigrated from Weiler, Germany.[16] Mike Baltus and his family worked for the R. Connor Company in Stratford. He followed the "sawdust trail" when W. D. Connor started the Laona operations. John Baltus worked as a camp foreman and at the Connor sawmill in Laona. The Baltus family has been an integral part of those operations for generations, as well. Today, Mike Baltus' great-great-grandson, Trampas, is a senior at Laona High School and was an integral part of "The Way We Were," at Camp Five Logging Museum and the archeological project. Trampas's sister Stacy, worked her way through the University of Wisconsin - Green Bay. She worked at Camp Five for six years. She continued her museum interests at the University of Wisconsin - Green Bay doing archival research. Both Trampas and Stacy have continued their Wisconsin Forest History legacy.

CONCLUSION

The economics of Forest County still rely primarily on the wood products industry. Hardworking families; the Sturzl, Albrecht, Cleermans, Baltus's, Ashenbrenners, and including the Bellands, Collins, Smiths, Bradles, Kazmierczaks, and Matuszewskis, have followed the "sawdust trail." They represent the "American Experience." While a great-great-grandfather managed the Company farm, the great-grandson is an Air Traffic Controller. Many followed W. D. Connor from his operations in Stratford and Auburndale and generationally have grown up in the Laona area with traditional values. Today, it is those same families whose children attend Laona High School. They have found their "sense of place." Through Camp Five Museum Foundation's cooperative community projects, students are responsible for reviving and reliving their family's history through

historical research that has been invaluable for preserving archaeological evidence, architectural, and cultural and anecdotal history. It is Wisconsin's Forest History. They have made the connections from the "past to the present."

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ACKNOWLEDGMENTS:

* A deep thank you to Don Kircher, Camp Five Manager for 30 years. A teacher-mentor, geologist, and friend, who has been an integral part of these student projects.

** A grateful acknowledgment to Irving Voyer, Jr. for his photographic and assistance - again with the presentation. Irving Voyer's father, Irving Voyer, Sr. worked for the Connor Lumber and Land Company in Laona. When Gordon R. Connor started the logging operations in Wakefield, Michigan, the Voyers moved to Wakefield. Irving Voyer, Jr. of Oshkosh serves as a Board member and Treasurer of Camp Five Museum Foundation.

The Fixmer Award: Citation for Distinguished Service 2000 Of An Individual Paul Brenner



Paul Brenner, a native of Milwaukee, enlisted in the Navy after graduation from West Milwaukee High School. After his discharge in 1947, Paul secured a job with the Wisconsin Conservation Department (now the Department of Natural Resources) at its Trout Lake nursery. He has lived in the Boulder Junction area ever since. During the late 1950s, while surveying a boundary line, he found a stamp hammer and became interested in logging history. When he retired in 1974, Paul began researching the regions lumbering history in earnest.

His interest in local lumbering history led Paul to become a life member of the Boulder Junction Historical Society, the Presque Isle Historical Society, the Forest History Association of Wisconsin, and the Wisconsin State Historical Society. He has been a member of the latter for over twenty years.

From his collection of logging and lumbering photographs, he selected thirty-five that he had made into postcards and donated them to the Boulder Junction Public Library for resale. Paul also donated flowers and produce from his garden to the Boulder Junction Public Library and proceeds from their sales underwrote the cost of publishing the book *Boulder Junction: The Early Years: 1880 - 1950.* Paul provided many photos for the book and wrote the chapters on early logging and railroads. Along with Homer Sykes and Bill Robinson, Paul made a video of the early logging days. Paul's special area of research over the last ten years, however, has been stamp/end marks. So far, he has cataloged 8,000 to 10,000 marks.

Paul often shares his knowledge of lumbering history with school children, church and community service groups, and historical societies. Many of you probably remember the interesting presentation, "The Transition From Logging Camp To Resort," that he gave at our twenty-second annual meeting at Woodruff in 1997.

Finally, Paul has shared his knowledge and photos with other researchers, who like him have an interest in the lumber era.

For his many and varied contributions to the preservation of forest history, it is a pleasure to present this year's Fixmer Award (the Wisconsin Forest History Association Distinguished Service Award to an Individual) to Paul Brenner.

The Connor Award:
Citation for Distinguished Service 2000
Langlade County Historical Society

The Langlade County Historical Society, located in Antigo, Wisconsin, was founded in 1921 and currently has a membership of over 200. It is probably best known for its museum which includes artifacts from the Indian period and logging eras as well as early agricultural, woodworking, and lumbering implements.

Besides its interesting collections and exhibits, the society has an impressive archival collection of photos, manuscripts, newspaper clippings, maps and postcards. Included in this collection is much information about the history of lumbering in Langlade County and along the Wolf River.

On the grounds of the museum, the Society maintains an 1878 log cabin, the original home of Antigo's founder, and one of its first settlers, Francis Deleglise. The building is on the National Register of Historic Places. It is constructed of hand-hewn logs and filled with period furnishings.

In 1979 in honor of the Langlade County Centennial, the Historical Society sponsored the publication of *Not Long Ago 1879-1979 The Langlade County Centennial Story.*



Lisa Haefs, Vice President of the Langlade County Historical Society, accepts the Connor Award from Michael Sohasky of FHAW.

We Remember Mary Roddis Connor



Mary Roddis Connor

Mary Roddis Connor was a friend, strong supporter of, and contributor to, Forest History Association of Wisconsin (FHAW) and its papers. Mary died October 1, 2000 shortly after our annual meeting. She was the daughter of Hamilton and Catherine Prindle Roddis. Born in Marshfield on May 14, 1909, Mary attended Wellesley College, University of Iowa, and the University of Wisconsin - Madison. The marriage of Mary Isabella Roddis to Gordon Robert Phelps Connor on July 20, 1929 celebrated the union of two prominent lumber families They lived in Marshfield, Minneapolis, Park Falls, Ironwood and Wakefield, Michigan and moved to Wausau in 1953.

Mary Connor was an advocate for conservation and forest histories. She has been involved in a number of organizations and issues over the years that encouraged decision makers to both look back in appreciation of the past and to give better thought for the future. Always active and astute, Mrs. Connor's first attempt to change the conservation world began during the 1930s and continued throughout her lifetime.

Mrs. Connor was a leader in forestry conservation for over seventy years. She served as Corporate Secretary of Connor Forest Industries for twenty-four years. She served on the National Women's Advisory Council of the American Forestry Institute and was President and co-founder of the Wisconsin Forest History Association. Mrs. Connor was National Conservation Chairman of the National Society of the Daughters of the American Revolution, State Conservation Chairman of the Wisconsin Federation of Women's Club and Conservation Chairman of the Upper Peninsula Federation of Women's Club She also received the highest National Conservation Award from the National Society of the Daughters of the American Revolution. She was also President of the Gordon R Connor Foundation, Director of the Connor Foundation and, since 1965, Vice President of the Hamilton Roddis Foundation.

Camp Five Museum was the jewel in Mrs Connor's crown from 1967 through the end of her lifetime, which she co-founded with her husband as a gift to the state and nation in honor of the Bicentennial of the United States Over 800,000 people worldwide have visited the Camp Five Logging Museum. The goal of the foundation is the education of the public in Wisconsin logging history, multiple-use sustained yield forestry, and people and their environment. Mrs. Connor's vision is ongoing. As Director, the awards she received were the National Arbor Day Foundation Education Award, two State Historical Society of Wisconsin Awards of Merit, and the Wisconsin Heritage Tourism Award for volunteer service in developing heritage tourism

Her most recent recognition came when the FHAW Distinguished Service Award for an organization was renamed The Connor Award in honor of Mary and Gordon Connor.

"LOGGING BEFORE RAILROADS - 1892 to 1902"

Paul L. Brenner - Boulder Junction, Wisconsin - Our dinner speaker was also the recipient of the Fixmer Award for "Distinguished Service of an Individual." See page 38. Paul is a long time member of FHAW and lists his hobbies as collecting and cataloguing log marks and old logging and lumbering photos. His after dinner presentation was truly a highlight of the meeting. The pictures and information he has collected and assembled for presentation tell as complete a story about Wisconsin early-time logging as one will ever hear in one evening.

The two photos presented here indicate the wide range of Paul's collection and presentation.



Above: One of the earliest logging camps - made from logs.
Right: An old-time scaler with the stamp hammer on the ground.



Unfortunately, Paul's presentation depends on a large selection of photos which is more than we could include in the publication. For those attending it was a special treat.

Minutes of Annual Business Meeting of Members
September 23, 2000

Call to Order

President John Cline convened the meeting at 2:15 p.m. with about 28 members present. President Cline read the obituary for Frank Fixmer and requested a moment of silent prayer.

Cline presented the officers for 1999-2000, and reported on the FHAW exhibit at the Wisconsin Municipal Clerks Association in Mosinee, August 16 to 18.

Executive Secretary's Report

Bob Brisson, 1999-2000 Executive Secretary, requested a moment of silence in memory of other members who had passed away recently: Walt Goldsworthy, Edward Ort, and Forest Stearns. Brisson recognized the 2000 Annual Meeting Committee: Jim Adamson, Al Barden, John Grosman, and Terry Moore.

Minutes of the September 18, 1999 Annual Business Meeting

President Cline asked if there were any corrections or additions to the minutes as published in the Proceedings of the Twenty-fourth Annual Meeting. None forthcoming, the minutes were allowed to stand as published.

Standing Committee Reports

Auction

Brisson gave notice of the Silent auction with five items. He reported that Karl Baumann would be the auctioneer at the oral auction with more than 100 items to be sold.

Chips and Sawdust

Brisson reported the need for a new editor to replace Ray Clark who has been editor for seven years

Distinguished Service Awards

Chair Randy Rohe reported on the action of the Board of Directors to name the DSA awards in honor of members. The individual award will be the Frank Fixmer Distinguished Service Award; and the organization award will be the Connors Distinguished Service Award, in honor of Mary and Gordon Connors. Rohe requested nominations for the 2000-2001 DSA awards. He reported the student scholarship award is now the John Saemann Scholarship.

Exhibits

Chair Jim Adamson reported on the exhibit at the Lake States Logging Congress where four new members were recruited and publications sales totaled $145.00. Adamson, Albrecht, Baumann, Brisson, Lambrecht, and Saemann represented FHAW.

Forestry Hall of Fame

Chair Don Lambrecht reported that Milton Reinke was elected in 2000 and that FHAW would submit Forest Stearns as a nominee in 2001.

Membership

Bob Brisson reported that there are 144 members including 19 life members, one student, three corporate, four family, and four non-profit organizations. The membership includes eleven women. Brisson requested a volunteer to serve as membership chair. Al Barden requested a list of members with addresses be distributed to all members. Brisson responded that he would prepare one before the next annual meeting.

Proceedings

Chair Miles Benson reported that the cost of the 1999 proceedings had been significantly reduced while keeping the high quality of publication.

Scholarship

Chair John Saemann reported that 15 applications had been received this year and the winner of the $500.00 award was Jeremy Chiamulera, UW-Stevens Point. Saemann requested that members encourage entries for the 2001 contest deadline of February 10th.

Approval of the Actions of the Board of Directors

A motion by Al Barden, supported by Lee Andreas to approve the action of the board of directors during the 1999-2000 fiscal year was approved, all in favor.

Annual Meetings

John Cline reported possible sites to hold the 2001 meeting include Wisconsin Dells, Cadott, and Wade House State Historical Site. A waterpower sawmill is being reproduced at Wade House. At Wisconsin Dells two railroads, the H.H.Bennett State Historical Site, Aldo Leopold Shack, and Mirror and Devils Lake State Parks could be visited.

Other Business

Randy Rohe reported the Board of Directors action to request that the membership approve the principle of providing FHAW funds to assist in publishing his book, *Ghost Towns of Wisconsin*. Rohe said he would guarantee that FHAW would not loose money on the venture. A motion was made by Walkner, supported by Benson to agree to the principle of providing a maximum of $25,000 with the Board of Directors to enter a contract including details. Motion carried, all voting aye.

Adjournment

Lee Andreas moved, Russ Kirchmeyer supported, to adjourn at 2:40 p m. Motion carried, all in favor.

TREASURER'S REPORT
FOREST HISTORY ASSOCIATION OF WISCONSIN
JULY 1, 1999 TO JUNE 30, 2000

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OPERATING RECEIPTS

	99 - 00 Est.	99 - 00 Actual
Dues	$ 3,400	$ 3,382
Donations-Unrestricted	200	101
Annual Meeting	1,500	1,440
Auction	700	1,701
Sales	400	90
Return on Investments	2,800	1,697
Total Operating Receipts	9,000	8,411
Capital Donations		1,515 *
* $890. Fixmer Memorial Fund		
TOTAL RECEIPTS		$ 9,926

OPERATING EXPENSES

Printing	$ 4,200	$ 2,428
Postage	1,000	858
Operations	1,800	2,350
Annual Meeting	1,500	1,708
Scholarship	500	500
Auction	0	286
Investment	0	722
TOTAL EXPENSES	$ 9,000	$ 8,852

CASH ASSETS

	6-30-00
Stephenson National Bank Checking	$ 1,581.55
M & I Bank Certificates on Deposit	14,236.75
Stephenson National Bank CD	4,376.00
Solomon Smith Barney Fund	16,800.40
Federated Utility Fund	16,228.00
TOTAL	**$53,222.70**

Available Back Issues of Proceedings

The price for each back issue is $6.50 plus $1.50 postage and handling.
Make check payable to the Forest History Association of Wisconsin and send to:
Secretary, FHAW, P.O. Box 1001, Marinette, WI 54143-1001

- **4th Annual Proceedings** - 1979
  "The Northern Wisconsin Settler Relocation Project"; "The Development of the Wisconsin Paper Industry"; "The Menominee River Boom Company"
- **10th Annual Proceedings** - 1985
  "Use of Navigable Waters for Log Driving and Lumber Rafting"; "Life and Death of a Lumber Town"; "History of Forest Fire Protection in Wisconsin"
- **12th Annual Proceedings** - 1987
  "Historic Chippewa Falls, WI"; "Women Came to the Woods"; "Eau Claire and the Lumber Industry"
- **16th Annual Proceedings** - 1991
  "Wisconsin's Logging Locomotives"; "Round Lake Logging Dam"; "Evolution of the Modern Logging Truck"
- **17th Annual Proceedings** - 1992
  "Historical Development of the Nicolet National Forest"; "Early Days of Trees for Tomorrow"
- **18th Annual Proceedings** - 1993
  "Logging Camp Subsistence"; "Sherry and Gerry Site"; "Passport in Time"
- **19th Annual Proceedings** - 1994
  "The Edwards: Father and Son"; "T. E. Nash, Friend and Founder"; "The Roddis Family: Their Lumber Operations"
- **20th Annual Proceedings** - 1995
  "Non-Traditional Products of the Forest, Their History and Commercial Development"
- **21st Annual Proceedings** - 1996
  "The Flambeau River Area's Forest Heritage"
- **22nd Annual Proceedings** - 1997
  "Forest History's Impact on the Growth of Tourism in North Central Wisconsin"
- **23rd Annual Proceedings** - 1998
  "Sawmill and Pioneer Lumbermen of the 19th Century Along the Central Wisconsin River"
- **24rd Annual Proceedings** - 1999
  "Oshkosh - Sawdust City, Then and Now"



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The Forest History Association of Wisconsin



Founded 1975

"The past is but prologue to the future"

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"THE HISTORIC STANLEY AREA"

Proceedings

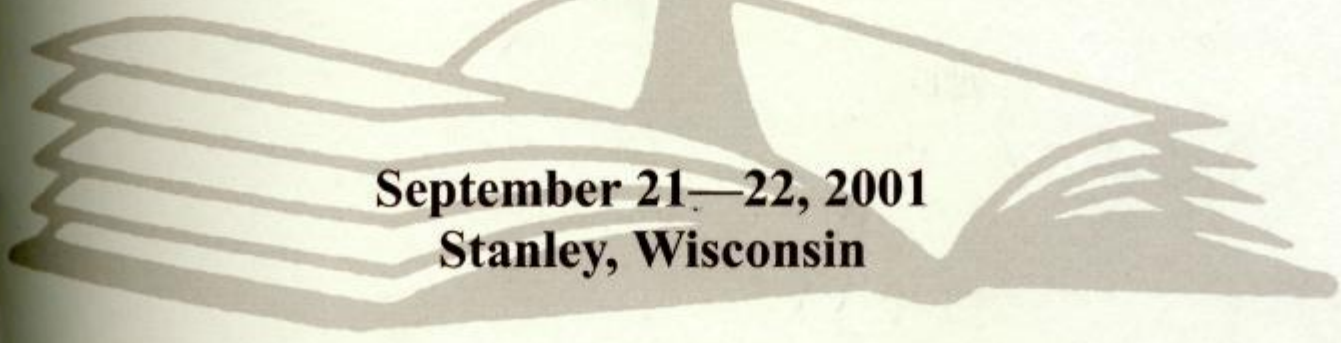
of the

Twenty-sixth Annual Meeting

of the

Forest History Association

of Wisconsin, Inc.



September 21—22, 2001
Stanley, Wisconsin

The Forest History Association of Wisconsin

The Forest History Association of Wisconsin had its beginnings early in 1975 when a group of representatives from the wood products industries, conservation agencies and the University of Wisconsin met to discuss a potential bicentennial project which would remind our citizens of the importance of forests in Wisconsin's past, present and future.

Their discussions led to the founding of the Association as a non-profit, tax-exempt endeavor whose principal objective would be to preserve Wisconsin's forest heritage. Membership currently numbers about 250 individuals, corporations and institutions.

A nine-member Board of Directors serves as the Association's governing body. Officers and directors for 2000 - 2001 are:

John Cline - President.....Wausau
James L. Adamson - Vice President.....Green Bay
Bob Brisson - Executive Secretary.....Menominee, MI
Thomas Albert - Treasurer.....Shawano
Karl Baumann.....Marinette
Miles Benson.....Wisconsin Rapids
Eugene Harm.....Cadott
Donald G. Lambrecht.....Green Bay
Randall Rohe.....Waukesha
Michael Sohasky.....Antigo



The Association has produced a number of publications which will have some appeal to most forest history enthusiasts:

- *Proceedings of Annual Meetings -1978 thru 2000*
- *Bibliography of Wisconsin Forest History Literature*
- *"Chips and Sawdust" (Quarterly newsletter)*
- *A Chronology of "Firsts" in Wisconsin Forest History*
- *Logging and Lumbering Museums in Wisconsin*
- *Ghosts of the Forest: Vanished Lumber Towns of Wisconsin, Volume I*

Further information on any aspect of the Association's program and policies may be obtained by writing to:

Secretary
Forest History Association of Wisconsin
P0 BOX 1001
Marinette, WI 54143-1001

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Proceedings

of the

Twenty-sixth Annual Meeting

of the

Forest History Association

of Wisconsin, Inc.

September 21-22, 2001
Stanley, Wisconsin



Founded, 1975

"The past is but prologue to the future"

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Foreword

The following text comprises the official transactions conducted and the papers presented at the twenty-six annual meeting of the Forest History Association of Wisconsin, Inc. (FHAW). The two-day meeting took place on September 21 and 22, 2001 at the Stanley Area Historical Society in Stanley, Wisconsin.

Director Eugene and Delores Harms were responsible for making necessary arrangements for the tour, securing a location for the meeting, and contacting the speakers. The tour took the group to various historic sites in and around Stanley, including: the IKE International Corporation, the Hanna M. Rutledge Home for the Aged, the Cook-Rutledge Mansion, and the School District of Cadott School Forest. The Friday tour was concluded by a visit to Cabin Ridge Rides where horse-drawn wagons transported meeting attendees to a cabin located on the banks of Paint Creek in Cadott, Wisconsin. At Cabin Ridge FHAW members were treated to a banquet dinner and a historical presentation detailing a 150 years of history along Paint Creek.

The newly renovated and expanded facilities of the Stanley Area Historical Society served as an excellent meeting location. The meeting room proved more than accommodating and members had the opportunity to take part in guided tours of the exhibit galleries. David Jankoski of the Stanley Area Historical Society and current Mayor of Stanley, also deserves a special thanks. Not only did David present a paper, but he also assisted in making meeting and tour arrangements.

The papers presented on Saturday were all excellent and provided an overview of the Stanley area's history. Each presentation provided insight into an interesting aspect of the area's past, and when considered together they presented a multi-faceted perspective of the larger story of the area's heritage. Dr. Randal Rohe began by detailing the origins of the Northwestern Lumber Company at Porter's Mills. Three members of the Stanley Area Historical Society, then advanced this story by speaking on the Northwestern Lumber Company's role in the development of Stanley, the Stanley, Merrill & Phillips Railroad and the Stanley Fire of 1906. Dr. Robert Gough's talk on the development of tourism in northern Wisconsin expanded the geographical scope of our focus and moved our thoughts to what became of the land after the lumber industry exhausted the timber.

The annual auction concluded the meeting and provided entertainment in addition to raising $790.00 for the organization. The auction was an excellent ending to a wonderful meeting. From those of us who had the good fortune of attending the meeting, thank you for all your excellent work Eugene and Delores!

We invite any reader who is not already a member of our organization to join us in preserving a record of Wisconsin's forest history. To learn more about our organization and to request a membership application, write to: Executive Secretary, Forest History Association of Wisconsin, Inc., PO Box 1001, Marinette, WI 54143-1001.

Kurt Kortenhof,
Editor

President's Report

Good afternoon ladies, gentlemen, members, wives, husbands, and friends of the Forest History Association of Wisconsin. I want to give you a hearty welcome to Stanley for our twenty-sixth annual meeting.

I am John Cline, your president, elected in October of 1999 for a two-year term. It has not been too easy for me considering my lack of experience in the forestry part of our economy and our tragic loss of Frank Fixmer who was to be my mentor. Fortunately for me and maybe the association my term ends soon and someone else can lead us into the future.

During my term we have had many ups and a few downs as is to be expected. Our membership has been declining. Unfortunately death and declining health has caught up with some of our charter and long-term members, but some new and energetic members have joined and will lead us into better days. We need more of these new members, so sign up a new member.

Our treasurer's report has not been consistently clear to me, but it looks like our financial position has remained constant.

At the last annual meeting the members agreed to commit our treasury to provide funds up to $25,000 to assist Dr. Randall Rohe in publishing his book, *Ghost Towns of Wisconsin*. Your Directors on November 2, 2000 further refined this decision after hearing quotations and details of forecasted distribution and sales. A resolution was passed to approve financing. A contract between Dr. Randall Rowe & the Forest History Association of Wisconsin, Inc. outlining recovery of funds expended, was signed March 31, 2001. To date I have not heard of money being forwarded nor a firm printing date.

At the November meeting the Directors agreed to the 2001 meeting being held here in Stanley with Eugene Harm to plan and host it. By February 27 Eugene and his helpful wife Delores had completed most of the planning and sent me an outline of their tentative arrangements for both the Friday tour and the Saturday program. The Directors on May 23 refined the outline and gave it their approval.

Due to the birth of a son and his increased family obligations Ray Clark resigned as editor and publisher of *Chips & Sawdust*. Kurt Kortenhof has agreed to take on the responsibility, as well as serving as editor for the Annual Proceedings. Welcome aboard Kurt. Our ever-busy Director Don Lambrecht, serving as our member of the Forestry Hall of Fame, shepherded through our nomination of the late Forest Stearns as the 2001 recipient. Stearns was elected on May 24 to this prestigious position. He will be inducted later today with members of his family in attendance and Gerald Vandehei, Chairperson of the Hall of Fame, making the presentation.

Don Lambrecht also is working energetically to have the photo-display boards permanently protected.

He is also on the nominating committee of this organization to name Directors for two-year terms to succeed John Cline, Bob Brisson, Eugene Harm and Tom Albrecht. All have agreed to accept renewed nomination. Michael Sohasky has asked to be released from his obligation as Director. Dean Einspahr has agreed to accept the nomination.

The following members have been elected as Directors for a two-year term: John Cline, Bob Brisson, Eugene Harm and Tom Albrecht. Dean Einspahr will complete Michael Sohasky's term.

One of our long-term members, Mary Roddis Connor, passed away on October 1, 2000. Let us have a few moments of silence to reflect on her. May her soul rest in peace. It has been reported to me that she left the Forest History Association of Wisconsin a bequest in her will. No amount or settlement date is known.

Let us take a few moments of silence to reflect upon the innocent victims of terrorism in Washington, New York and Pennsylvania.

If you pass through raging waters in the sea, you shall not drown.
If you walk amid the burning flames your shall not be harmed
If you stand before the power of hell with death at your side
Know that I am with you through it all.

John A. Cline,
President

Twenty-Sixth Annual Meeting
Forest History Association of Wisconsin
Stanley Historical Society—Stanley, Wisconsin

Forest History Tour, Stanley Area
Friday, September 21, 2001

8:30 Registration; Coffee, Cranberry Juice and Rolls
9:00 Welcome by David Jankoski, Mayor, City of Stanley
9:30 Tour of IKE International Corporation; conducted by Doug Kronig IKE is a producer of world-class veneer selling to domestic and international markets
10:30 Break
10:45 History of Stanley International, LTD—sale of logs in the Far East—David Bierzynski, Owner

11:30 Lunch - Soup and Sandwiches

1:00 Travel by bus from Stanley to Cadott School Forest
1:30 History of School Forest by School Administration
2:45 Travel by bus to Chippewa Falls
Tour Cook Rutledge Mansion and Rutledge Home for the Aged
4.00 Cabin Ridge Rides: Ride back in time where the chorus of nature is the only sound heard
5:30 Banquet Dinner
Program: Judy and Rusty - 150 Years of Family History Along the Paint Creek

Forest History Meeting
Saturday, September 22, 2001

8:30 Registration; Coffee, Cranberry Juice & Rolls
9:00 Welcome - John Cline, President, FHAW
9:10 "Porter's Mills and the Beginnings of the Northwestern Lumber Company" - Dr. Randy Rohe
9:45 "The Northwestern Lumber Company and Stanley, Wisconsin" - Fred Evans
10:05 "The Stanley, Merrill & Phillips Railroad" - David Jankoski
10:25 "The Stanley Fire of 1906" - Connie Pozdell
10:45 Break
11:00 Tour of Stanley Historical Society Buildings

12:15 Lunch

1:00 FHAW Awards - Dr. Randy Rohe
1:15 "Development of Tourism in Northern Wisconsin, 1900-1940" - Dr. Robert Gough
2:00 FHAW Business Meeting
3:00 Break
3:15 Auction
5:00 Conclusion of the 26th Annual Meeting

Forest History Tour - 2001: The Stanley Area

The forestry history tour for 2001 began at the Stanley Area Historical Society where David Jankoski, Mayor of Stanley, and several other members of the Stanley Area Historical Society gave the group a warm welcome. They gave a brief history of the society and encouraged the FHAW members to take the time in the course of their stay to visit the exhibits. Those who did found some impressive exhibits and some delightful memories.

The first stop was in town at Ike International Corporation where Doug Kranig told the group about the history of the mill and then conducted a tour through the facility. The mill mainly manufactured basswood and maple veneer for export to Japan. While the plant was old it was still productive and an interesting facility to tour.

On the way to the Cook-Rutledge Mansion we stopped to view the Hanna M. Rutledge Home for the Aged. Edward Rutledge built the structure in the early 1900's in memory of his beloved wife Hannah.

On to the Cook-Rutledge Mansion, listed in the National Register of Historic Places. The mansion is a lavish two story red brick home surrounded by a wrought iron fence. The following is paraphrased from the brochure about the mansion. It was built in 1873 by James Monroe Bingham for a completed cost of $7,500. James Bingham was elected Lieutenant Governor of Wisconsin in 1877, re-elected to a second term and in 1883 was elected mayor of Chippewa Falls. He died on January 8,1885 and in 1887 the mansion was sold to lumberman Edward Rutledge who immediately began extensive remodeling, making the mansion one of the most elegant homes in northern Wisconsin.

Edward Rutledge died in 1911 at the age of 77. The mansion was owned for very brief periods by Frederick Weyhaeuser and by Chippewa Falls businessman Christopher Sundet. The Mansion was purchased by Dayton Cook, an attorney, in 1915. Mabel Cook, the surviving member of the family, sold the house to the Chippewa County Historical Society in 1973.

Inside we were greeted by Dimitria Gray and Jinz Smith who were our tour guides. The house had been authentically and meticulously restored and provides a stunning insight into the wealth and social position of a highly successful lumberman of the period. Our hosts made the tour exceptionally meaningful with the knowledge they had of both the families that had lived there, the customs of the time and the details of the construction and use of the house. Those of you not able to be on the tour would find the stop a most interesting and rewarding one if you are in the area.

The next stop was the School District of Cadott School Forest. This is unique 160 acre school forest under the management of a very unique, energetic and insightful person, Mr. Guy Habeck, Superintendent of the Cadott Public High School.

Unlike many school forests in Wisconsin, this one is used extensively and maintained by the community at large. A portion of a handout describing the forest development and usage is reproduced below.

School Forest Development

April 23, 1974	*The 160 acre school forest was donated by Earl and Eunice Liddell to the school district.*
1993-1995	*Selective timber harvesting with the revenues of $17,198.48 was reserved for development of the school forest.*
1994-95	*Two gifts totaling $100,000 from Eunice Liddell were received for school forest improvements, environmental education materials, and items and materials the school board felt would enhance the use of the school forest by the school and the community.*
Summer 1995	*An access road crossing Dutch Creek was constructed along with clearing of the building site and initial trail development.*
Summer 1996	*A 44' x 76' environmental education building along with further trail development was completed. The building includes a classroom area, serving kitchen, washrooms, educational office/storage, general storage, and a coat room.*
Summer 2000	*The Army Reserve completed the installation of a bridge crossing Drywood Creek allowing access to the remaining 80 acres of land. Trails in this area were constructed.*
Summer 2001	*The Army Reserve completed the installation of a cover on the bridge resulting in a "covered bridge" for students to safely cross the creek and to use as a shelter when caught away from the main building during a rain storm.*
	Use of the facility by community groups such as 4-H, scouts, FFA, nonprofit public community service groups and school groups for environmental education and meetings may be requested. As a school facility, smoking or alcohol use is prohibited. The facility is not available for wedding, anniversary, and birthday celebrations as that is not the purpose of the facility and the school district does not want to compete with local businesses and churches that currently provide for these community needs.

The final stop was at Cabin Ridge Rides when we were taken in wagons drawn by beautiful Pershing horses, to a cabin in the woods for delicious barbequed chicken. Judy Gilles provided dinner entertainment by relating a 150 years of family history along Paint Creek. A written version of Judy's presentation appears on page 37 of this publication—don't miss it!

Eugene and Delores Harm are applauded for setting up an excellent tour and meeting place. The Stanley Area Historical Society building was a tour in itself with excellent displays of early Stanley, its Wisconsin activities and work places. Mayor Jankoski and the Stanley Area Historical Society were marvelous hosts as well. If you didn't attend this meeting and tour, you are encouraged to visit some of the places mentioned, and especially to stop and visit the Stanley Area Historical Society.

Miles Benson,
Director

Our Speakers



Dr. Randall Rohe, Waukesha, Wisconsin—is both a past editor and contributor of this publication as well as a member of the Board of Directors of FHAW. Randall received his Bachelor of Arts Degree from Caroll College in Geography, a Masters and Doctorate Degrees from the University of Colorado in Historical Geography and also has a Masters Degree from the University of Wisconsin—Milwaukee in Archaeology. He has taught at the University of Wisconsin—Waukesha since 1983 and has over 30 publications relating to forest history to his credit.



Fred Evans, Stanley Wisconsin—was born in Stanley and has recently returned to the area. Fred is an active member of the Stanley Area Historical Society and has served as Vice President for the 1999 - 2000 term. He earned his Bachelor of Arts Degree from Morningside College in Sioux City, Iowa and his Master of Arts Degree from Michigan State University. Before returning to the Stanley area, Fred taught at the American Schools Overseas in Germany.



David A. Jankoski, Stanley, Wisconsin—is currently the Mayor of Stanley and past president of the Stanley Area Historical Society. David earned his Bachelor of Arts Degree from the University of Wisconsin—Eau Claire and his Master of Science Degree at the University of Wisconsin—Milwaukee. In addition to his on-going involvement with the Stanley Area Historical Society, David is also active in: the Chippewa County, Thorp Area, Clark County and Wisconsin State Historical Societies. He has held the post of President of the Wisconsin Council for State and Local History and served on the Board of Curators for the State Historical Society of Wisconsin.



Connie Pozdell, Stanley, Wisconsin—was born in Stanley Wisconsin and graduated from Stanley-Boyd High School. She is a long-time and active member of the Stanley Area Historical Society. Her presentation focused on the Stanley Fire of 1906.



Dr. Robert Gough, Eau Claire, Wisconsin—published *Farming the Cutover: A Social History of Northern Wisconsin, 1900-1940* in 1997. He earned his Bachelor of Arts Degree from Rutgers University and his Master of Arts and Doctorate Degrees from the University of Pennsylvania. After teaching at Union College in New York and at the University of Arizona, Robert joined the faculty at the University of Wisconsin—Eau Claire where he has taught courses in American history since 1981.

Porter's Mills and the Early Development of the Northwestern Lumber Company

By Randall Rohe

While many people know the important role that the Northwestern Lumber Company played in the development of Stanley, few realize the company traces its beginnings to the 1860s and a place called Porter's Mills. Since the choice mill sites along the Chippewa River had been claimed earlier, many owners who built sawmills in the 1860s were forced to choose sites which possessed no particular advantages for holding logs. While not as important as insufficient capital, this fact contributed to the failure of many firms. A few mills escaped the full force of ice and high water by exploiting slight natural advantages of their sites. The mill erected at what eventually became Porter's Mills was located on the left bank of the Chippewa River about four miles below Eau Claire. Here a slough or lagoon provided some protection for log storage.

Charles Warner began the erection of a sawmill with a capacity of 20,000 feet per day in 1863. In early March 1864, the *Eau Claire Free Press* reported the mill nearly completed and described it as "one of the best located and substantial structures of the kind to be found in the country." That fall the firm of Porter, Brown, and Meredith purchased the mill and adjoining property for $8,000.

When the mill started up in 1865, there was only one house there. It was occupied by the few men then required to run the mill. In October 1866, fire completely destroyed the mill. The estimated loss was about $15,000. After the fire, Porter bought out the interests of Brown and Meredith. Porter had just enough money left to pay off his men. His employees, however, "had the most implicit faith and confidence in his integrity and honor," and after receiving their pay came to him in a body and requested that he hold their money for them. Before the end of the month, the timbers for the new mill were ready and the work of rebuilding was progressing "as fast as possible." The new mill was erected in just thirty days or "almost before the smoky ruins of the old mill had become cold." Porter rebuilt the mill on a much more extensive scale, with a capacity of 40,000 feet of lumber per day.

Gradually the mill and its surrounding buildings became known as Porter's Mills. Gilbert E. Porter, the owner, was born at Freedom, New York in 1829. His family moved to Almont, Michigan in 1831, and he spent his youth there on a farm. After graduation, he continued working on the farm and teaching school until 1856. At the age of twenty-seven, Porter started west in pursuit of the proverbial "fame and fortune." He reached Eau Claire, Wisconsin in 1857 and secured a position with Chapman and Thorp, forerunner of the Eau Claire Lumber Company, with whom he remained for a little over a year. He then assumed management of the *Eau Claire Free Press*. In 1864, he sold his interest in the paper to the Stocking brothers and entered the lumber business.

In May 1867, D. R. Moon purchased a half interest in the Porter mill property, and thereafter the firm conducted business under the name of Porter and Moon. Delos R. Moon was born in Chenango County, New York on August 29, 1835. His family moved to Kendall County, Illinois in 1843, where they resided for two years before moving to Aurora, Illinois. At the age of nineteen, Moon secured

Randall Rohe Collection

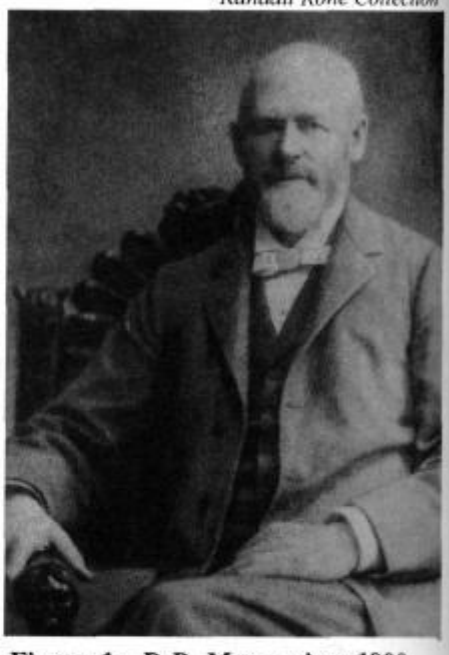


Figure 1: ***D.R. Moon, circa 1900.***

employment as a bookkeeper in the bank of Hall Brothers of Aurora, where he remained until 1857. In that year he was sent by Hall Brothers to take charge of their bank at Eau Claire, Wisconsin. During the next six years, Moon engaged in buying and selling timberlands, logs, lumber, and general merchandise, which eventually led to his partnership with Gilbert E. Porter at Porter's Mills.

A visiting correspondent of the *Eau Claire Free Press* described Porter and Moon's mill in the fall of 1867 as "one of the liveliest little mills on the river." It had a capacity of 35,000 feet of lumber and 20,000 lath per day. A blacksmith shop, carpenter shop, boarding house, combination small store and office, lodging house, ice house, stables, granary, and eleven dwelling houses for mill laborers adjoined the mill. A total of fifty-two men were employed by the milling operation.

In the spring of 1869, the correspondent of the *Free Press* again visited Porter's Mills and noted the many "substantial improvements," which had been made in the mill and surroundings since his last visit. Among other things, the capacity of the mill had been increased to 60,000 feet of lumber per day, water tanks had been added, and the lath mill had been enlarged. The many new buildings erected on the mill grounds for the accommodation of workmen employed in the mill particularly attracted his attention. These buildings were "much more spacious, attractive and substantial than are usually seen about lumbering mills in this valley and are proofs of the enterprise of the proprietors." The reporter estimated that "the mill, appertenances, pine lands, etc." were worth $90,000.

Randall Rohe Collection



Figure 2: ***Sumner T. McKnight, circa 1900.***

In 1869, Porter and Moon established a wholesale lumberyard at Hannibal, Missouri. The following year the firm sold a third interest in their mill property, pine lands, and other holdings to S. T. McKnight of Hannibal, Missouri. McKnight, in turn, sold them an interest in his lumberyard, planing mill, and related property in Hannibal. When Porter and Moon consolidated their interests at Hannibal with those of S. T. McKnight, the firm's name there became S. T. McKnight and Company. The manufacturing business at Eau Claire was continued under the title of Porter, Moon and Company.

Sumner T. McKnight was born at Truxton, New York in 1836. At sixteen years of age, he went west to Ripon, Wisconsin, where he became a clerk in a general store. Two years later, in a similar capacity, he entered the employ of George N. Lyman at Wausau, Wisconsin. Two years later, he became general manager of Lyman's entire mercantile, logging, and lumbering business. He

continued in that position until 1859, when Lyman disposed of his interests in Wausau. From 1859 to 1862, McKnight operated a general store at Blue Earth City, Minnesota. In 1862, he entered into a partnership with J. B. Price for the operation of a wholesale and retail lumberyard at Hannibal, Missouri. This partnership lasted six years and led to his association with Porter, Moon and Company.

In 1873, the firm of Porter, Moon and Company incorporated as the Northwestern Lumber Company with G. E. Porter, president; D. R. Moon, vice president; S. T. McKnight, treasurer; M. E. O'Connell, secretary; and a capital of $300,000, afterward increased to $443,900. At this date, the sawmill produced 100,000 feet of lumber, 30,000 feet of lath, and 50,000 shingles daily, using two circular saws and one gang saw.

By 1873, the settlement at Porter's Mills had grown to a "handsome little" village of fifty houses with some two hundred inhabitants, forty permanent families, and a considerable "floating" population. It had named streets and numbered houses—with daily mail and stage, steamboat, and telegraph connections to Eau Claire. In 1873, Porter's Mills contained thirty-two company-owned houses, described as neat cottages, near the mill for the accommodation of the married employees. The company rented the houses at $75 per annum, with fire wood furnished at the door. While the company influence extended to the town's residential district, it did not control it. Many people built and owned their own homes. In 1875, the Northwestern Lumber Company erected a second mill for the manufacture of shingles, as well as lumber. The growth of manufacturing at Porter's Mills corresponded to a growing population. In 1875, the population reached some 250, and in 1876 it totaled 300.

In 1878, the Northwestern Lumber Company purchased the sawmill of the Wheaton Lumber Company north of Eau Claire. This mill had a capacity of 50,000 feet of lumber per day. By 1879, the company's mill at Porter's Mills was averaging 120,000 to 125,000 feet of lumber and 85,000 shingles per day. That year the company undertook a number of improvements that included construction of a planing mill to prepare lumber for the western market. The flood of 1880 washed out the mill at Wheaton, and the company decided not to rebuild. Instead, the company built a second sawmill at Porter's Mills.

Randall Rohe Collection



Figure 3: ***James T. Barber, circa 1900.***

In 1883, James T. Barber was elected assistant treasurer of the company and a year later he was made vice president. James Barber was born in Ashfield, Massachusetts on January 25, 1847. In 1863, Barber went to Springfield, Massachusetts and secured a job as printer's devil in the office of the *Springfield Republican.* He spent six years as office boy, compositor, proofreader and then manager of the mailing department.

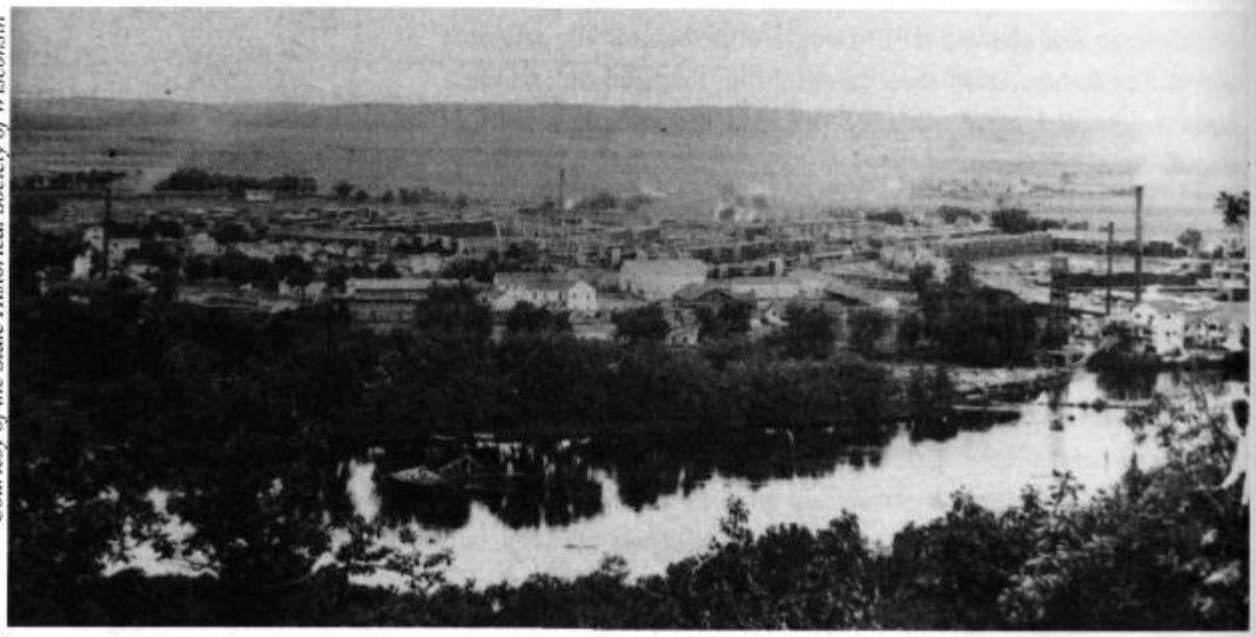
In 1869, Barber, in partnership with his brothers, became interested in a small hemlock sawmill at Colerain, Massachusetts. In 1870, at the age of twenty-three, he accepted an invitation from an uncle named Hayward to come to Hannibal, Missouri. There he obtained a position with the wholesale grocery and produce commission house of Hayward and Loomis. In 1873, he entered the employ of the lumber

firm of Davis, Bockee and Garth. Two years later, Barber began working as a bookkeeper for the Northwestern Lumber Company at Hannibal. From that position, he rose steadily through the intervening years to eventually become president and general manager of the Northwestern Lumber Company.

Until 1883, the Northwestern Lumber Company rafted all their lumber from Porter's Mills to Hannibal, Missouri for distribution into Missouri, Kansas, Nebraska, Texas, and Oklahoma. In 1883, the Chicago, Milwaukee and St. Paul Railroad built its Chippewa Valley division through Porter's Mills, and the company began piling a portion of their output there and distributing it by rail through the Northwest, at first largely into Minnesota and South Dakota. As trade conditions changed, they abandoned their Hannibal yard and in 1886 began piling and distributing their lumber broadcast through the entire country. Besides the erection of a planning mill, these changes necessitated the construction of dry kilns, sorting sheds, and warehouses. The town was surveyed and platted as Porterville in the fall of 1883. In the post office records and railroad timetables, however, it remained Porter's Mills. Newspaper articles and correspondence used both names.

In 1885, the Northwestern Lumber Company replaced its circular saw with a band saw, the first adopted in the Chippewa Valley. The *Lumberman* wrote "The new band saw introduced during the winter works charmingly and its operations are being vigilantly watched by other mills. The saving of lumber in cutting is the main feature, and if successful in an economical measure the machine will likely be adopted in the mills in this direction generally." At this date, the mill employed about 300 men and about 700 people lived in the village. In 1886, the Northwestern Lumber Company purchased a block of timberland and a sawmill at Sterling, Wisconsin.

By 1887, Porter's Mills was nearing its peak. The Northwestern Lumber Company was doing its largest business ever. The company employed between 350 and 450 men. "The population of Porterville is 800, and the town is booming," reported a correspondent of the *Eau Claire Leader*. The output for the

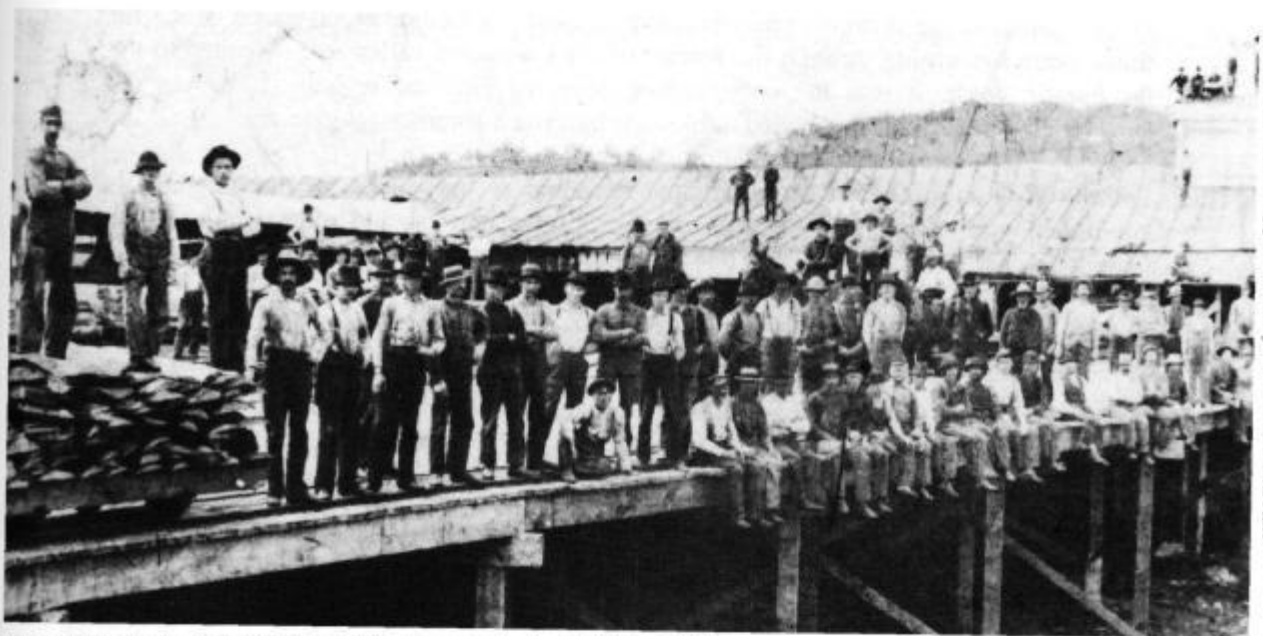


Courtesy of the State Historical Society of Wisconsin

Figure 4: ***Porter's Mills, 1890s.***

mills at Porter's Mills for the season of 1888 was 45,000,000 feet of lumber, 25,000,000 shingles, and 10,000,000 lath - the best season's work ever accomplished. At this time, the manufacturing facilities of the Northwestern Lumber Company consisted of twelve buildings, and the company employed 457 workers.

Porter's Mills probably reached its peak in 1890-1891. The *Leader* wrote that "Porterville is booming this year and the population will be nearly double what it was before." The census of 1890 gave the population of Porter's Mills as 1,194. Even at its peak, however, there were signs of Porter's Mills' impending decline. In 1890, the Northwestern Lumber Company purchased the controlling interest in the Montreal River Lumber Company at Gile, Wisconsin, and continued to operate under that name, with Sumner T. McKnight as president and J. T. Barber as secretary.



Courtesy of the Chippewa Valley Historical Museum

Figure 5: ***Members of the mill crew at Porter's Mills, 1890s.***

The operations of the Northwestern Lumber Company at the other points became more and more important, and in 1891 the offices and many of the officers of the company moved to Eau Claire, thereby reducing the population of Porter's Mills by some twenty-five. In 1892, in order to increase its output, the Northwestern Lumber Company bought the Eau Claire Lumber Company's plant at Eau Claire. The purchase included timber holdings, the sawmill, waterpower, yards, office, and other buildings. In the same year, the company erected a double band and gang mill at Stanley, Wisconsin and began constructing a logging railway in connection with it.

By 1895, the population of Porter's Mills had declined to 900. Males accounted for 56 percent of the population and over 60 percent of them were married. Scandinavians, with 53 percent of the town's population, represented the largest single ethnic group. Native born (Americans) was next, with 44 percent. The remaining population consisted largely of natives from Ireland and Canada.

By 1898, the Northwestern Lumber Company manufactured 100,000,000 feet of lumber annually, of which more than three-quarters was white pine and the remainder hemlock and hardwoods.

In February 1899, the *American Lumberman* announced the closing of the mills at Porter's Mills, and in March a correspondent of the *Mississippi Valley Lumberman* penned an eulogy for Porter's Mills:

> With the passing of Porter's Mills in the Chippewa Valley just below Eau Claire, an historic landmark is gone. The Chippewa waters have been for years supreme in point of interest, both sordid and romantic in white pine operations, and while, scattered along its banks are many abandoned mill sites, none means anywhere near so much as the permanent closing of the mill at Porter's Mills. Other mills have "sawed out" and gone to the junk heap, but few of them have had the halo of memory about their history which marks the going out of this old mill.
>
> Porter's Mills is the skirmish line--the early outpost--of a commercial battle which for thirty years has swung through the forests of the Chippewa valley and extended to the far Pacific coast. It was the commencing point of large achievements. It was the snowball that has rolled and rolled until it has become a commercial glacier.
>
> Porter's Mills is gone, and the secondhand machinery list yawns for the bargains its equipment will make. And so goes out one of the earliest and oldest mills of the Chippewa Valley--which is only one more reminder that the ravage of the forest is nearing the end.

With the mill's closing the town's population rapidly dwindled until it contained 50 people or less between 1901-1904 . Stanley and Eau Claire, where the Northwestern Lumber Company had mills, received most of the former population of Porter's Mills; the rest scattered through the state and to lumber towns in the Pacific Northwest. In 1902, the last building in Porter's Mill, the Modern Woodsmen's Hall, was moved away leaving Porter's Mills a building-less ghost town. Workmen raised the hall in midwinter and placed it on several large logging sleds. Fifteen teams of horses then hauled the large structure to Mount Hope, several miles away.

The enormous increase in the business of the Northwestern Lumber Company is strikingly illustrated by the fact that at its inception in 1873 there were in the employ of the concern seventy-eight men, whose compensation amounted to $26,676. In 1897, it had in its employ 1,282 men, with a yearly payroll of over $373,000. In 1873, the company produced 15,000,000 feet of lumber; in 1897 it produced 108,000,000 feet. This remarkable growth began with a single sawmill at Porter's Mills.

The Northwestern Lumber Company and Stanley, Wisconsin

By Fred Evans

Time's deletions, like a computer's, are not really deleted. A computer troubleshooter can restore what the keyboard has lost, and the past is never quite gone. Historical change slides back, too, deteriorates sometimes for a hundred years, awaiting the chance to become real again.

We try to restore some of the historical memory today.

The Northwestern Lumber Company of Stanley is just that history deletion. Not unlike a technician, my recent research attempts to bring back this company, a company that has played such an important role in the founding of this city.

Courtesy of the Chippewa Valley Historical Museum



Figure 1: ***The Northwestern Lumber Company. Logs float in what is now called Chapman's Lake.***

Author's Note: *New resident Fred Evans begins to discover his Stanley, Wisconsin roots... I wouldn't be here today without the company. My grandfather was called to work for the company as their optometrist. He continued on after the mill closed to have a jewelry and optometry store in town. I was born here, but only just recently returned to discover the history of Stanley. Let me share with you just one discovery.*

Once, Stanley was a little place among the tall virgin white pines of north central Wisconsin with only few inhabitants. Close to Stanley and to the north, dense pinewoods contained some sixteen million feet of some of the most beautiful pine as ever grew in Wisconsin. Straight and clean, unmixed with timber of any other sort, the lordly trees crowded each other. Towering aloft more than a hundred feet, these trees represented centuries of growth. These were the greatest of pines. One 16-foot butt log from here scaled a record 1200 board feet. When the Northwestern Lumber Company relocated here in 1891 to take advantage of their vast tracks of lands north of the little place, Stanley began to expand.

Courtesy of Stanley Area Historical Society



Figure 2: ***Huge virgin pines north of Stanley required two sawyers. The father-and-son team of David and Ralph Kienholz cut pine north of Stanley, Wisconsin, circa 1917.***

From about 1891 to 1901, Stanley prospered; its population reached 2,500 making it the second largest city in Chippewa County. This was during the time that Mr. Delos Moon relocated the Northwestern Lumber Company and hastily carved up the forests providing an industry that brought people to Stanley along with all the requisites necessary to become a lumbering town.

Moon was born in 1853 and died on November 5, 1898. Rising from a common laborer, he soon made a fortune in the lumber industry. Stanley was an intended monument to himself and the million dollar enterprise which he created.

The company erected the local saw mill in the summer and fall of 1891. The mill sawed its first log on that New Year's Eve. The plant included the sawmill with two band saws and a gang saw. The plant also included horse barns to house the animal timber workers, an office, hot pond, loading platforms, and other accoutrements necessary for dealing with wood. Several logging camps cleared the vast tracks owned by Northwestern. Before the mill was built at Stanley, a dam was already in existence on the Wolf River—Boon's Dam—and each spring pine logs cut during the winter were floated down

the river to distant mills. Indeed, without a mill here, the logs were steered down to connect with the Eau Claire River, and then on to the mills at Eau Claire and Porter's Mills—an arduous task. The process of floating the logs down the river to other distant Northwestern Lumber Company mills—with many log jams—was not economical, and often dangerous.

The process of developing a lumber mill at Stanley involved erecting a new dam closer to Stanley on the little Wolf River to create a mill pond. Its legacy remains to leave us today with Chapman's Lake and Park, our popular recreation area. Markers now point out where the mill stood on the east side.

The previous starting point of the company was at Porter's Mills—now only an historic landmark—south of the main office in Eau Claire. This was one of the largest companies that ever operated and the oldest in the Chippewa Valley. Soon, with the company established in Stanley, railroads looked to the possibility of profits, and they built lines from the wooded areas to the plant. Trains hauled logs directly to Moon's mills with branch lines reaching untouched areas of forest. The train system also allowed the company to ship out finished lumber to southern markets. No longer dependent on the river, Northwestern cut timber year round and expanded its harvest to the hardwoods of oak, birch, hemlock and maple previously ignored because they did not float well. In 1902, the Northwestern Lumber Company completed the last drive on the river, thus bringing an end to the Wolf River log drives, which had endured for more than fifty years. Now the Stanley, Merrill, and Phillips Railway, built in 1892, would reach into the north woods and carry logs to the Stanley mill.

The new mill required workers and they came, many with their families, from the closed mill in Porter's Mills and from the main mill in Eau Claire. The company built homes for the workers along what became known as Red Row, so called because of the cottages' color. Some are still standing on Broadway now color-softened to white. Company power provided Stanley with electricity. Company merchants arrived to provide goods and services.

Schools, churches, libraries and newspapers were encouraged. The company donated land to any church wishing to start up in Stanley. In respect for the many prominent men of the company, the city named many streets after them. Chapman's Lake, the former mill pond was named after the plant superintendent. Moon Park, an area of town where Moon built his Stanley home, remains that name today in most citizen's minds. The aura of a real town was created.

In 1893, the mill employed 175 men in the mill proper and more in the surrounding camps. Men started at one dollar a day. When the worker's salary got to around $35.00 a month, he could start looking around for a more permanent life style. When he began to make nearly $50.00 a month, he could afford to get married and rent one of the company houses. By earning chits instead of salary, all the wages could be spent within the company store without seeing any actual cash. Northwestern's company store carried everything a family would need.

The company store probably provided the most important factor in Stanley's growth. Built in 1892, it was lighted with eighty electric lamps, heated by a steam furnace, and furnished with an elevator. Seven clerks were employed and this surpassed other general stores in the surrounding area. Later, as many as 20 clerks were added with expansion and trade. The stock of the store included everything in dry goods, groceries, provisions, furniture and jewelry, all fairly priced and fine

merchandise. It attracted trade from miles around for this concern had offered a ready market for every farm product. Farmers obtained the highest prices for their produce and meats.

Many newly established, but struggling, local farmers could be under the company's employ during off-season winter months; the earnings were then used in the spring to buy farm animals, seeds and equipment.

The sounds of the mill controlled the daily routine. The mill had a deep-throated steam whistle which practically regulated the life of Stanley. The whistle had been removed from the Eau Claire mill and brought to Stanley in 1899. It would howl out to start the Northwestern Lumber Company's work day at seven, six days a week. More bellows signaled noon and six P.M., the ending of their day. The whistle also called for the volunteer fire department as well as many community events.



Save Time and Money by Trading Here

NORTH WESTERN Lumber Company

High Quality Goods at Reasonable Prices

ONCE more we thank the people of the Stanley Country for their splendid support that has made it possible for us to buy goods in carload lots, buying cheaper and saving freight, making it possible for us to give you the low prices you have enjoyed this year. Each of the departments represent a regular store. You can do all your trading here saving both time and money.

Grocery Department

Here you will find a complete and strictly high grade line of groceries, including all kinds of nationally advertised goods, a fine line of fancy groceries, and everything in staples including such meats as ham, bacon, salt pork, bologna sausage, etc.

(We pay cash for produce)

Hardware Department

This represents a complete hardware store where all kinds of staple hardware will be found, also includes glassware, crockery, and many novelties, and a splendid line of cutlery and last but not least our big noise Dupont dynamite with which it is a pleasure to raise rocks or stumps.

Jewelry Department

In this department we carry a complete line of staple jewelry, including the Ingersoll and other watches up to $6.50. Also percolators, chafing dishes, and other copper, brass, and nickel novelties; school supplies, staple druggist sundries and a complete line of staple and fancy candies.

Dry Goods Department

This is the department that pleases the ladies. Here will be found many popular lines such as the Kabo Corsets, Simmons' Gloves, Aetna Underwear, Gordon Hose, Etc.

This department is becoming more popular every day. If we haven't what you want let us order it for you. We want your business, therefore we want to please you.

Clothing Department

This is a regular clothing store, including a complete line of haberdashery. Here will be found many exclusive lines such as Kuppenheimer Suits, Gimbel Hats and Caps, Monogram Outing Shirts, Ide Fancy Shirts and Collars, Stroh Overalls and many other well known lines, including the agency for the well known Ed. V. Price tailored to order suits.

Shoe Department

This also is a shoe store, the finest in the city, and is very popular both with the ladies and gentlemen. The Walk-Over line of men's shoes are here, also the great Bear Brand of rubbers. Our line of work shoes is very strong. The ladies find it possible to get a combination of comfort, style and price that is hard to beat. Come in and let us fit you.

Warehouse

This is where we do the most good buying, entirely by the carload, such goods as salt, flour, feed of all kinds, sugar, nails, fencing, roofing, etc. Our costs are low and so are our retail prices. Our wonderful business in this department proves that the people appreciate what we are giving them. We handle nothing but strictly high grade goods, guaranteed to give satisfaction.

WAREHOUSE

NORTH WESTERN LUMBER CO.

WAREHOUSE

WE WILL SERVE YOU RIGHT THAT WE MAY SERVE YOU OFTEN.

Figure 4: ***This advertisement appeared in The Stanley Republican and illustrated that the company store carried nearly everything a resident would want, circa 1900.***

The company operated seven camps in the woods and gave employment to many men. One source claimed that the Northwestern employees numbered 1,282 in 1897, which accounted for a large number being able to come to Stanley. All lumber companies strove to get maximum efforts from their men, and thus emerged stories of vast proportions, staggering figures, and incredible feats by astonishing men.

The West Branch Camp sat four miles north of Stanley. The company considered it their finest virgin pine and kept constant watch as a protection against fire. Despite the romantic tales of loggers and their jobs, there really was no romance in spending from fall through spring without a bath. They believed at the time that bathing opened the pores to allow colds and pneumonia and they all dreaded having such a deadly sickness. Epson salts and whiskey were the favored preventatives. Lice (or crumbs

Courtesy of the Stanley Area Historical Society



Courtesy of Stanley Area Historical Society

Figure 3: ***The West Branch Camp four miles north of Stanley, circa 1910. The Company considered this their finest virgin pine and employed a constant watch as a protection against fires.***

or bluejackets or sidewheelers in lumberjack lingo) were a big problem. These body guests could only be removed by patience and kerosene. Men were instructed to use soap and water to keep down disease; however, more heeded one legendary logger who said, after being cautioned to take a bath, "I know it's good to take baths. I took a bath a year ago, and I haven't been sick since."

The haste in harvesting pine in the 1890s resulted in a great deal of devastating waste. As much pine was wasted as was harvested. It's a guess why, but fire was one factor. Many cut logs were also lost on the river en-route to the mill, despite the company's markings on each piece. Furthermore, in the speed to harvest the richest logs, more insignificant wood was left to rot which also added to this waste. Within a man's lifetime, a mighty timber stand had been laid low, leaving worthless, brush-piled wastes of cutover land and scattered groves of second growth. The growing state and nation needed lumber undeniably, but the tragic fact is that not more than 40 per cent of the potential lumber ever reach a mill.

The company continued its presence in Stanley after the actual timber forests were cleared by keeping a real estate office open when all other aspects of the mill were closed down. The business sold the large tracks of land for potential farms. An advertisement in *The Stanley Republican* showed that the company was offering up its 150,000 acres of "fine farming lands... for the cheapest prices on earth." The company offered tracts of land for as little as $4.00 an acre, 25 per cent down, 5 per cent interest, and ten years to pay.

In addition to the depletion of forests, unionization also shortened the life of the mill. The *Republican* (a tool of the mill established by Moon in 1897 because the company heads didn't care for the existing paper *The Stanley Journal*, thus enabling the company to voice its own opinion) reported that a strike for more wages and better conditions ended on June 8, 1920. The 34-day strike was unsuccessful with the workday remaining at 10 hours, considered a reasonable and generous workday by non-woodsmen. The paper was critical of outside union representation that attempted to represent the workers who considered their hot pond jobs too dangerous.

A fire in 1906 consumed the company store before anything could be saved. The fire started from the mill smokestack, effectively devastating the mill and with it much of the town. So important was the need for such a store, that a new brick building was soon in creation. With the sale to the

Farmer's Store in 1928, the only business that continued in the company name was the office selling real estate.

A piece of company equipment of great interest was the steam log hauler. It was made in Eau Claire– Northwestern purchased the first machine manufactured by Phoenix Manufacturing of Eau Claire. This was a modern, efficient innovation employed in the last days of the logging years. The log hauler was capable of hauling up to twenty-five loads of logs, about one million log feet, to the landing. Each log hauler was so powerful that it replaced 250 horses. During one demonstration the machine pulled thirty six sleds of logs. Its principal component was the design and structure of the tracks which propelled the machine. Though the U.S. Government didn't buy the idea, the owners took the machine to England where it was accepted, and the English used the design to create the first World War I tanks. There are only five log haulers left, and one can be seen at the Wabeno Logging Museum in Wabeno, Wisconsin.

Despite disadvantages that came with the mill, the lumber industry did help to keep Stanley alive with determination to become more than a saw dust city.

Acknowledgements:
Material for this article was gleaned from these publications and libraries:

- Pfaff, Tim. *Settlement and Survival: Building Towns in the Chippewa Valley, 1850-1925*. Eau Claire, Wisconsin: Chippewa Valley Museum Press, 1994
- *Stanley Our Town 1881-1891*. Stanley, Wisconsin: Stanley Area Historical Society, 1981
- *The Stanley Republican*, Centennial Edition, 1981
- *Chippewa Valley Museum*, library research and photo archives
- *Stanley Area Historical Society*, library and photo archives

The Stanley, Merrill and Phillips Railroad

By David A. Jankoski

The Stanley, Merrill and Phillips Railroad fit the saga that was part of the early development of America and certainly that of Wisconsin. It is the story of industry moving into an area, taking from the land and then moving on and leaving what remained behind. This was certainly true as it relates to the harvesting of timber in the Stanley area. Included were the logging camps that were built to support the lumberjacks, the small villages that sprouted up along the tracks and the railroad that developed in order to bring the harvested timber to a factory for processing.

As Paul Nagel, the author of *The Stanley, Merrill and Phillips Railway* and the foremost authority on this railroad so eloquently stated in his introduction to his writings on this subject, "where once the pine and hemlock stood against the horizon in every direction, a third generation now tills the soil. The sound of the ax, the cant hook, the caulked shoes of the horses on the icy roads are not heard on a winter morning, and the sound of the S.M.& P. running 'up the line'; these sounds are no more."

The S. M. & P.'s beginnings started in Stanley, which was settled, surveyed and platted in 1881. The new village was located along the Wisconsin Central Railroad and in 1892 had a population of 250. To the north of the village could be found forty miles of forest that had not been logged. It was ripe for harvest.

Courtesy of the Stanley Area Historical Society



Figure 1: ***Engine No. 4 was kept polished and was used mainly for passenger service. Only when both the Shay engines were laid up for repairs was No. 4 put into use in the woods.***

The story of the S. M. & P. is really the story of the development of the wilderness because as the railroad moved north it established the necessary supportive facilities along the tracks, the pump house, and the depot. Where the logging camp sprang up often a store and saloon were built nearby and thus a small village was born. The S. M. & P. stations were named: Mitterhoffer, Bellinger, Lusk, Gilman, Hannibal, Jump River and finally Wallrath or Vallee (see figure #2).

The history of the S. M. & P. must also recognize its relationship to the Northwestern Lumber Company that erected a mill in Stanley in the summer and fall of 1891. It was here that the logs were brought for processing.

The original charter of the Stanley, Merrill and Phillips Railroad was made and executed on August 19, 1893 and consisted of five articles:

- *Article One*: The name of the corporation shall be the "Stanley, Merrill and Phillips Railway Company."
- *Article Two*: The place from and to which said railroad is to be constructed, maintained and operated is as follows: from or near the village of Stanley, in the county of Chippewa to the city of Merrill in the county of Lincoln in said state with a branch to the city of Phillips in the county of Price.
- *Article Three*: The total length of such railroad shall be about one hundred and fifty miles and the same shall extend into and is intended to be made through the following counties in the state of Wisconsin. Vis: Chippewa, Taylor, Marathon, Lincoln and Price.
- *Article Four*: The amount of capital stock of the corporation shall be one hundred and fifty thousand dollars which shall be common stock and shall be divided into and shall consist of fifteen hundred shares of one hundred dollars each.
- *Article Five*: The following are the names and places of directors of the corporation D. R. Moon (10 shares), J.T.

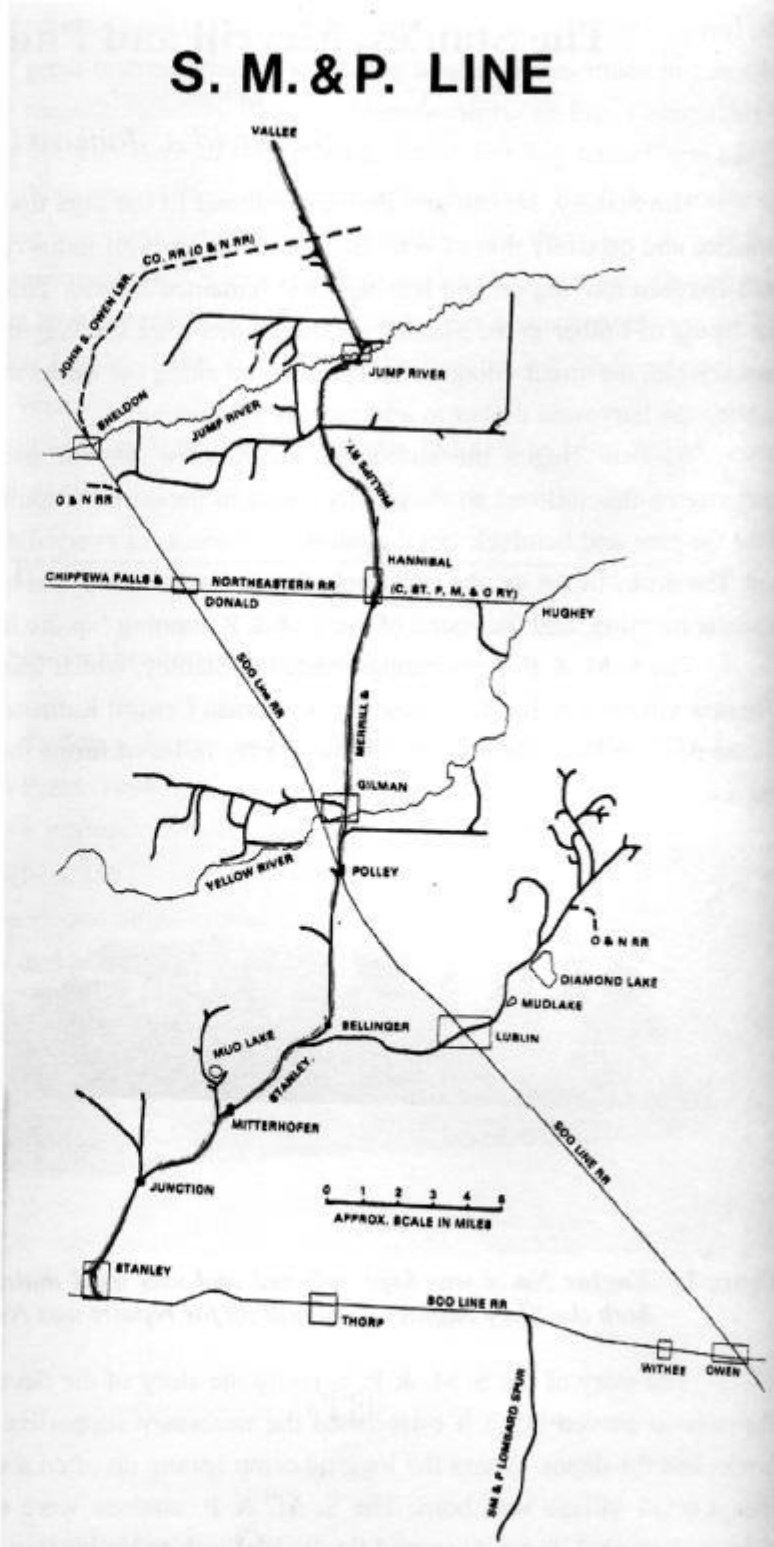


Figure 2: ***This map depicts the route of the Stanley, Merrill and Phillips Railway with the main route running between Stanley and Valle (Wallrath). Note the spurs that run off the main lines to log loading sites.***

Courtesy of the Stanley Area Historical Society

Barber (10 shares), George S. Long (10 shares), and P.J. Cosgrove (1 share), S.T. McKnight of Minneapolis had 10 shares.

The earliest lines of the S. M. & P. went to Red Camps, which were located about two and one half miles southeast of Bellinger. There was also a spur that went a considerable distance to the east to what was called Diamond Lake. Paul Nagel's writings report that in 1895 a total of 6,018 carloads of pine, hemlock and hardwood, were hauled by this railway.

Courtesy of the Stanley Area Historical Society



Figure 3: ***Logs on the Stanley Merrill and Phillips Railroad siding await processing at the Northwestern Lumber Company in mill in Stanley, Wisconsin.***

In the year 1902 the railroad continued its push north with a plan to reach Hannibal before a competing railway that was organized west of the S. M. & P. The Eau Claire, Chippewa Falls, and Northeastern Railroad had announced its intentions to develop a line from Little Falls (Holcombe) to Hannibal. It was expected that eventually the two railroads would cross their tracks at Hannibal. It is through this extension that we get some glimpse of the costs associated with building the railroad. The local newspaper, *The Stanley Republican*, reported that the extension of the S. M. & P. railroad seven miles was to cost $7,661.63 and did indeed arrive in Hannibal before its competitor.

A reorganization of the S. M. & P. took place on August 29, 1902. The Northwestern Lumber Company sold the railroad. Sold for $400,000 were rail lines in Stanley, the equipment and 30 miles of railroad that ran northeasterly from Stanley. Capital stock was issued at $100 per share (see Figure 4 for a list of stockholders as of August 29, 1902). Annual reports during this time explained that the railroad and the Northwestern Lumber Company was officiated by these same men, and the Lumber Company owned the bonds.

Also in September 1902, a new combination passenger and baggage coach was purchased, and thus passenger and freight service to the newly formed towns along the railroad began.

Following the 1902 reorganization, the railroad only built sidings for the lumber company to use. The lumber company extended the rails to the areas where they had camps. On the spurs they used

J.T Barber, Eau Claire, Wisconsin	499 shares	$49,900
S.G. Moon, Eau Claire, Wisconsin	498 shares	$49,800
J. Gailbraeth, Stanley, Wisconsin	1 share	$100
L.G. Chapman, Stanley, Wisconsin	1 share	$100
F.H.L. Cotton, Eau Claire, Wisconsin	1 share	$100
Theodore Hoidahl, Stanley, Wisconsin	1 share	$100
C.D. Moon, Eau Claire, Wisconsin	1 share	$100
S.T. McKnight, Minneapolis, Minnesota	10 shares	$1,000

Figure 4: ***Stockholders of the reorganized Stanley, Merrill and Phillips Railway as of August 29, 1902.***

Shay engines propelled by side drivers that ran like a crankshaft on each side of the engine.

The last stand of virgin white pine in the Stanley area was harvested in 1912 and 1913. It stood about five to seven miles north of Stanley and was so valuable that the lumber company placed watchman on duty all the times. The logs were sawed into squared timbers and shipped to England.

During this logging era several other lumber companies, or their railroads, used the S. M. & P. to get their harvested timber to their mills and cooperated in other ways. The Chippewa Lumber and Boom Company, which also owned vast tracts of land in this area once had the S. M. & P. bring a record train load of logs to Stanley. That train consisting of 139 cars came from the Mud Lake area and after arrival in Stanley the West Central Railroad took the logs to Chippewa Falls for processing. The John Owen Mill at Owen also had its railway use the S. M. & P. tracks in the Lublin area. In 1903 the Eau Claire, Chippewa Falls and Northeastern Railway and the S. M. & P. jointly built a new depot at Hannibal, with each paying fifty percent of the costs. In 1908 the Yellow River Lumber Company was also shipping between twenty and thirty cars of logs per day on the S. M. & P. rail lines.

In 1905 work was proceeding on extension of the S. M. & P. tracks northward towards Jump River. The company's 1905 annual report indicated the railroad extended 32.86 miles north of Stanley to Camp Devine which was located on the banks of the Little Jump River. By 1906 mileage from Stanley to the end of the tracks was recorded as 37.66 miles and thus, ever so slowly the railroad was moving northward.

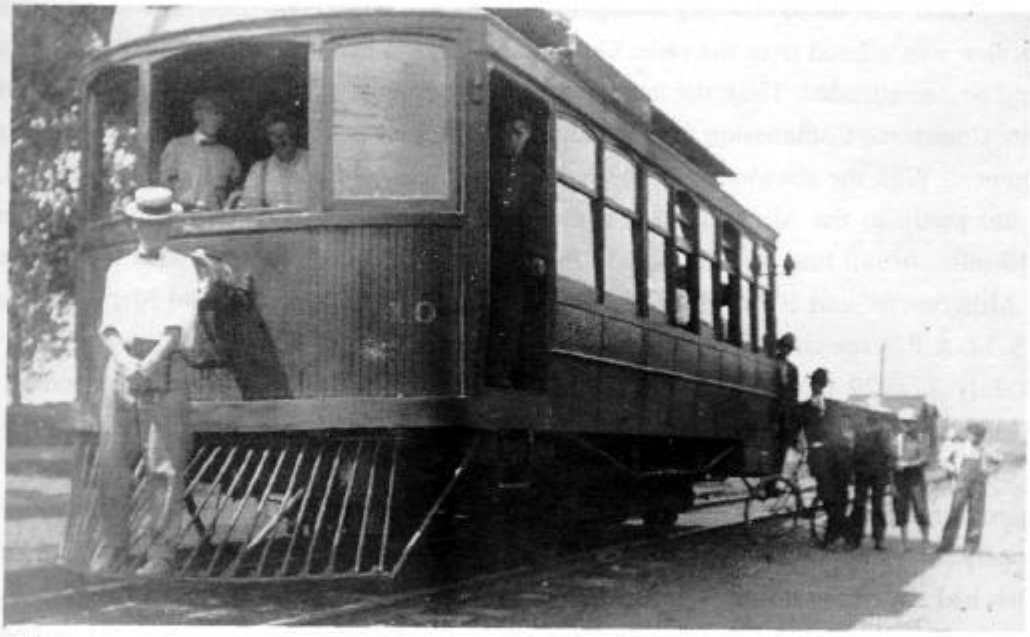
Since the railroad preceded the building of roads for travel, it naturally provided the path used for excursions by adults and the young folks. Records indicate that in January 1908 Miss Margaret Moon, daughter of the president of the Northwestern Lumber Company, took a group of 16 of her friends to Camp Devine where the group was cooked an oyster supper. Section crews and locals used the rails for hunting outings. Handcars or motor cars carried workers and hunters up the line. Annual employee picnics took large groups to company sponsored events. Holiday excursions were common and on one such outing the Masons sponsored a trip with transportation donated by the S. M. & P. At Hannibal and Jump River, picnic areas existed and were used by those on excursion. Local farmers often waited at the depots with hay wagons to transport the visitors to picnic grounds. On July 4, 1907, more than 300 people went on an excursion to Jump River. Many times the Stanley City Band accompanied these groups.

In 1907 the S.M. & P. line was inspected and approved to provide mail delivery to the towns

along the railroad. In addition, the railroad brought freight to those businesses and others living in the area served by the railroad. In this era of freight, mail and passenger service provided by the S. M. & P., several nicknames were spawned to describe the thoughts of those using the service. The railway was fondly dubbed: "Slow, Motion and Poverty;" "Soup, Meat and Potatoes;" or "Small Monthly Payments." It really didn't matter to the early settlers what the railroad was called, as it was their means of transportation to the communities along the tracks.

Passenger service was improved dramatically in 1909 when the railroad purchased a motorized passenger car. The passenger car, that looked much like a street car, went up and down the tracks several times a day. It featured stops wherever passengers stood along the tracks. Thus one could take the shortest route to the tracks and get picked up for shopping in a nearby town. The vehicle made two round trips daily from Stanley to Jump River. The vehicle was affectionately called many names: "Grasshopper," "Jumping Jack," "Stump Dodger," and "Homer Strong's Steam Train." The exact date of the demise of the "Grasshopper" is not known, but it came when it caught fire near Mitterhoffer and was destroyed. A replacement was never obtained.

The prosperity of a railroad was measured in its rolling stock. In 1910 state records showed that the S. M. & P. had eight freight locomotives, two passenger cars, seven box cars, 78 flat cars, 125 logging cars, two cabooses, and 11 other cars for a total of 226. In 1903 the railroad hauled mainly logs and lumber, which made up nearly 99% of the tonnage transported. As the cut over lands were sold and farming began, other commodities were hauled by the railroad. In the fall of 1910 the A.M. Penny Company of Stanley, shipped between five and six carloads of potatoes from Jump River. In 1910, anticipating an increase in potato production, the A. M. Penny Company constructed a potato warehouse



David Jankoski Collection

Figure 5: ***The motorized passenger car pictured was known as the Grasshopper. It provided a means of transportation between Stanley and Vallee (Wallrath), enabling settlers to go to Stanley for shopping and other business.***

along the tracks in Stanley.

Between 1917 to 1920, it began to be evident that the era of logging along the S. M. & P. was winding down. Various spurs were removed as the holdings of the Northwestern Lumber Company were harvested, business arrangements for cooperative use of the tracks were discontinued, and some of the equipment was sold. The annual report of June 1918 reported that engine number six was sold for $5,244.66.

It is interesting to note that the S. M. & P. was challenged in 1919 for not extending the railroad to Glen Flora, some six miles north of Wallrath where the line ended. The railroad's original charter stated that the line would go all the way to Merrill and Phillips as its name implied. On June 13, 1919 the Wisconsin Railway Commission held a hearing when some Jump River residents took up the cause for the extension to Glen Flora. In very quick fashion the commission representative issued a statement that the commission could not force the railway to extend the line. Concurrently, the company declared that it had no intention of extending the line to Glen Flora.

The people in the towns that had sprung up along the S. M. & P. tracks took issue with cutbacks in freight and passenger service in 1920. The company dealt with these concerns by increasing the fares and charges for delivery of goods. However, the event that signaled the death of the S. M. & P. occurred on September 14, 1920 when the Northwestern Lumber Company cut its last log at its Stanley mill. By then most of the timber owned by the company was harvested and it was no longer financially practical to operate the mill.

Various attempts to maintain the railroad after the mill's closing were made. They included investigating extending a line to Neillsville in 1922 and leasing the tracks to the Minneapolis, St. Paul and Sault Ste. Marie Railroad. The 1922 annual report, reported operating losses of $75,742.27 and it was becoming clear that the railroads passenger and freight service could not sustain its operation. In 1923 no service was offered over the rails. On July 24, 1924 a hearing on the proposed abandonment was held and no one attended. Thus, the inevitable came on August 8, 1924 when the railroad petitioned the Interstate Commerce Commission for abandonment. The Railway Commission of Wisconsin granted the abandonment. With the abandonment, the right-of-way was sold partly to the Northwestern Lumber Company and partly to the Minneapolis, St. Paul and Sault Ste. Marie Railroad. With government approval, 15 miles of rail line from Stanley to Polley was abandoned. This included the demise of the stations at Mitterhoefer and Bellinger. The Minneapolis, St. Paul and Sault Ste Marie Railroad then rented the S. M. & P.'s remaining rail lines between Gilman and Jump River.

On July 3, 1929 the stockholders of the S. M. & P. petitioned for the abandonment of the railroad from Gilman to Wallrath, which was where the railroad had ended. This petition was not approved. Efforts to abandon the same railroad line also failed in 1930 and 1931, after the Taylor County Board of Supervisors and Governor LaFollette entered the controversy on the side of the settlers who vigorously protested the loss of the rail service. In 1933, the Minneapolis, St. Paul and Sault Ste. Marie, which had rented the rail lines from Gilman to Jump River did not renew its ten-year lease with the S. M. & P. The non-renewal was due to the decline in the shipment of logs, freight and passenger service over the line. Most of the decline was attributable to the John Owen Lumber Company of Owen having completed logging on the far end of the line. In 1928 carloads of freight totaled 3,151, but by

1932 they had declined to 190. The same experience existed with passengers, which numbered 1,592 in 1928 and had declined to a mere 33 in 1932. With the non-renewal of the lease no freight or passenger service was provided and thus the Interstate Commerce Commission permitted abandonment of the S. M. & P.'s tracks in Taylor and Rusk Counties on September 6, 1933.

And thus the railroad that helped build Stanley, and points northeasterly effectively ended it existence. In the year 1934, rail was removed between Gilman and Wallrath.

In Stanley the end of the S. M. & P. actually came before all the rails were removed from its property between Gilman and Wallrath. With the organization of the railroad in 1892-1893 a roundhouse, for the repair of the railroads engines and cars, had been built in Stanley near the Northwestern Lumber Company mill. In 1916 the original roundhouse was destroyed by fire. It was rebuilt and after the mill was closed the roundhouse became the last building to survive. On August 7, 1929 it caught fire again and was destroyed. After the roundhouse burned the only visible evidence of the S. M. & P. was the former passenger station that was located on the West Side of the Northwestern Lumber Company's general store. A county historical marker marks that site today on west Fourth Avenue, in Stanley. And that completes the saga of the S. M. & P. Railroad.

Acknowledgements:
Material for this article was gleaned from these publications and libraries:

- Nagel, Paul. *The Stanley, Merrill and Phillips Railway*. Eau Claire, WI: Self published, 1979.
- *Stanley Our Town 1881-1891*. Stanley, Wisconsin: Stanley Area Historical Society, 1981
- *Stanley Area Historical Society*, library and photo archives

The Stanley Fire of 1906

By Connie Pozdell

When the day came to an end and the darkness of evening settled in on the people of Stanley on Friday, May 18, 1906, the smell of smoke was in the air and all that remained of the homes and possessions of nearly 80 families was a pile of smoldering debris.

The day began with an unusually strong wind blowing out of the northwest creating a sense of foreboding among many of the citizens. Their fear of what might come about if even a small fire was started came to realization at 2:30 in the afternoon when the fire whistle blew and struck a sense of terror in the souls of the local populace.

A spark had apparently blown from the refuse burner of the Northwestern Lumber Company mill and landed on the roof of the company horse barns setting them ablaze. The Stanley and mill fire departments began to fight the flames but the winds carried the embers to the warehouse and store. These buildings were soon a mass of flames with sparks igniting more buildings as if they were nothing but kindling wood. A distress signal went out to the Eau Claire Fire Department who responded immediately with men and equipment on a special train. The train arrived in Stanley at 5:00 P.M., but by that time the damage was done. The fire had burnt up the hill and east to the city limits leaving a smoldering path two blocks wide. $200,000 in property was lost. Fortunately, the velocity of the wind had kept the flames from spreading into a wider path. With a valiant effort, a group of amateur fire fighters kept streams of water spraying on the north side and roof of the Schultz building on the corner



Courtesy of the Stanley Area Historical Society

Figure 1: ***Stanley Burning—A group of onlookers watch as the Northwestern Lumber Company Store burns. May 18, 1906.***

of Second Avenue. Time and again it looked like the building would certainly catch fire and it would spread to the entire business section of the community, but this brave group held the line.

Those who came through the fire unscathed opened their hearts and homes to the hundreds of people who were left without shelter, food or clothing. Within a few hours all were provided with food, clothing and temporary housing. Some found housing with friends and neighbors in Stanley and surrounding communities. Some were housed in schoolrooms, vacant buildings and hotel rooms. The school and city hall were occupied by those who lost their homes in the fire until late fall.

Property Loss Victims of the 1906 Stanley Fire

Rev. A. Amy	C. B. Culbertson	Ed. Oleson	And. Selbak
Oluf Aare	Mrs. Carnahan	Ole K. Oleson	H. C. Stair
F.H. Allington	W. E. Cliff	J. N. Olson	A. Swanson
Aug. Anderson	M. A. Christenson	Mrs. C. Oleson	C. Hedberg
G. D. Bartlet	T. W. Davies	Karl Peterson	Oluf C. Thorp
O.E. Bradford	Pete Evenson	John Pickering	M. Isenberg
Geo. Bostwick	And. Ellingson	Thos. Potter	Geo. Theirl
D. J. McKenzie	John Frank	Nels Reiten	Hakon Johnson
F. McCulloch	E. J. Guinn	Hans Rone	T.J. Thompson
Martin Moen	A. Gaffney	E. Rogness	E. C. Kausrad
W. D. Murphy	M. C. Geoghan	M. Scribner	J. C. Tuni
Joe McTeague	Math. Gindt	Lauritz Solie	A. 0. Latshaw
Jas. McCaffery	F. S. Grubb	Dr. F. W. Starr	J. F. Wallace
Ch. Martinson	Ole Horgen	Mrs. H. Shilts	Simen Larson
E. Bemis	C. Hodd	Gilbert Smith	J. Wald
S. E. Brandness	Mrs. M. Huus	M. W. Stone	Ole Moen
Carl Bing	Ole Huff	A. Shroeppfer	M. Wald

Those who lost homes were discouraged and disheartened, but by the beginning of the next week they showed what a resilient people they were. Some began to rebuild their homes bigger and better than before. Others decided to move elsewhere. Many transfers of real estate took place. The insurance companies responded and every loss to the homeowners was paid promptly. Employees of the Northwestern Lumber Company received assistance from the company which sold them lumber at the cost of manufacture and on easy terms.

Homeowners were not the only ones to suffer. The fire was the most destructive in the history of Stanley. The barns, warehouses, store and flour mill of the Northwestern Lumber Company, the furniture store of J. N. Olson, the meat market of Long & Ness, the implement warehouse of Christenson & Konsella, the blacksmith shop of Peter Halleen, the United Lutheran Church and Society building, the Presbyterian Church and the contents, furnishings and interior of the public library were also lost.

An architect was secured by the Northwestern Lumber Company to design a new totally modern store and warehouse. The new building would be of good architectural lines and be constructed of brick. The plan called for the new building to be erected to the side of the street instead of the center where it had previously stood. The store was to be 70 x 150 feet, two stories high and with a basement. The

Courtesy of the Stanley Area Historical Society

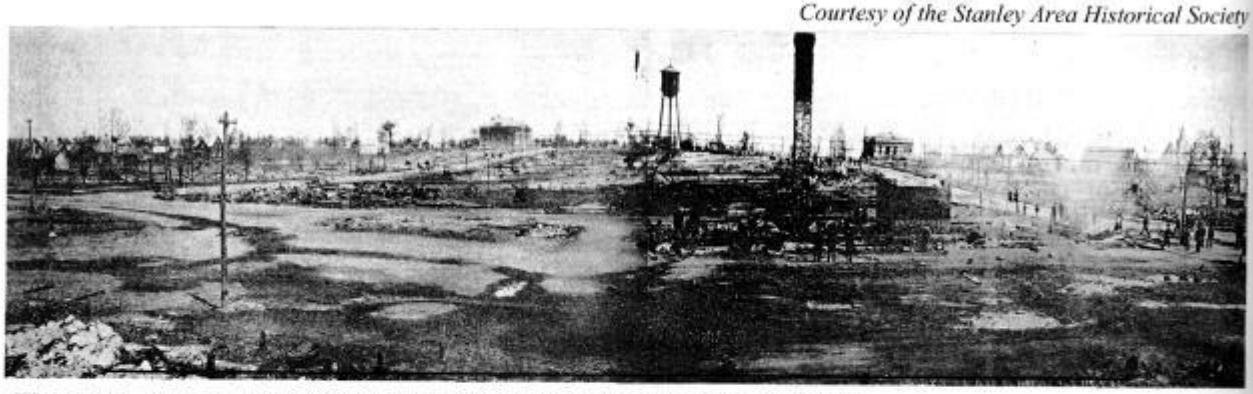


Figure 2: ***Stanley, Wisconsin the morning after the May 18, 1906 fire.***

The warehouse annex was to be 40 x 290 feet with part of it two stories and part of it one story. The one story portion was to serve as a railroad building. A new barn with 80 single stalls, four box stalls, carriage, harness rooms and an office was planned. The building would be 60 x 240 feet.

Long & Ness rebuilt of brick and others contemplated doing the same. The flourmill was rebuilt on a smaller scale for feed grinding purposes only. The United Lutheran Church and Society buildings were combined and rebuilt in one brick building. The Presbyterian people did the same. The library building was restored with the insurance money and the books were replaced over time with money from the regular fund.

Though the fire left many with financial problems, it also created a better market for labor to rebuild the burnt portion of the city. The amount of money spent on new buildings during the six months following the fire exceeded the total amount of the fire losses. The new buildings were of better materials and quality than the old ones.

It was late in the fall before all of the people who lost their homes were again housed in their own homes. Aside from the loss of personal possessions, most of the homes were rebuilt and the families considered the fire a distant memory and were full of hope for the future.

Acknowledgements:

Material for this article was gleaned from these publications and libraries:

- *The Stanley Republican*, Stanley, Wisconsin. May 18, 1907.
- Archives, Stanley (Wisconsin) Area Historical Society.

The Development of Tourism in Northern Wisconsin, 1900-1940

By Robert J. Gough

In the quarter-century after 1873, Wisconsin sawmills cut about sixty billion board feet. This activity dramatically changed the social, economic, and environmental character of northern Wisconsin. As large-scale lumbering wound-down at the end of the century, the question was, what would happen next to this "cutover" land? One solution was to develop its tourist and recreational possibilities. In this paper, I want to sketch briefly how this option developed, especially in the decades between the world wars.

The idea of emphasizing the tourist and recreational potential of northern Wisconsin developed only slowly. A few people in the late nineteenth century, like Beloit College professor J. J. Blaisdell, envisioned reforesting the region for the benefit of the "physical and mental life" of Wisconsinites. A possible model was New York state's 1894 constitutional amendment to create a "forever wild" park in the Adirondacks. In this spirit, the Wisconsin legislature in 1909 established a Conservation Commission with a goal of creating a state forest of 2,000,000 acres. The Commission would "protect the beauty of our wonderful northern lake region that should annually bring millions of dollars into the state through tourists, campers, hunters and fishermen." For several reasons, however, the cutover did not develop in this direction in the early twentieth century.[1]

For one thing, logged-off lands were not very attractive places to visit. A half-century later, an early Lincoln county settler hyperbolically explained that the cutover in 1902 had "presented a picture of destruction wrought by a score of Hiroshimas." American tourists in the late nineteenth century were looking for spectacular natural features—this was the era of the development of national parks at places like the Grand Canyon and Yosemite. The corresponding attractions within this state were the Wisconsin Dells and Devil's Lake.[2] But there was nothing in *northern* Wisconsin to attract visitors looking for

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Author's Note: *A previous version of this paper was presented to Historic Architecture Consultants Seminar at the Wisconsin Historical Society, Madison, March 30, 2001. The attendees at the seminar made several thoughtful suggestions for which I am grateful.*

1 See Robert L. Nesbit, *History of Wisconsin: Urbanization and Industrialization, 1873-1893* (Madison, 1985), 46-88. For a full-length discussion of the aftermath of the lumbering era in northern Wisconsin, see Robert Gough, *Farming the Cutover: A Social History of Northern Wisconsin, 1900-1940* (Lawrence, KS, 1997), from which are drawn the quotations cited in this paper, unless noted otherwise.

2 See Steven Hoelscher, "A Pretty Strange Place: Nineteenth-Century Tourism in the Dells", in Robert C. Ostrergren and Thomas R. Vale, eds., *Wisconsin: Land and Life* (Madison, 1997), 424-449. Devils Lake was established as a state park in 1911.

these sorts of spectacular features. Indeed, the brush fires that seemed to burn continuously out of control in the cutover suggested to the popular mind that the region was a dangerous, rather than an attractive place to visit.

In 1900, furthermore, the majority of landowners, state officials and potential settlers believed that northern Wisconsin could prosper economically through farming. The *Milwaukee Journal* argued editorially that northern Wisconsin was "bound in time to be the richest part of the state." A. R. Whitson, of the Wisconsin Geological and Natural History Survey, concluded that "one hundred thousand farms of 80 acres each are waiting the farmer in upper Wisconsin" where he characterized eighty percent of the land as "good" for farming. Indeed, between 1900 and 1920 the number of farms in the cutover doubled to more than 25,000, bringing almost a quarter of the region's land into farms.

Institutional factors also encouraged agriculture rather than recreation and tourism in the north. State agencies like the Board of Immigration and the College of Agriculture encouraged farming. Also, in 1915 the state Supreme Court struck down as unconstitutional the initial effort to create a state forest in the cutover—both the public and the judiciary rejected the idea of comprehensive economic planning and wanted to maintain a romantic vision of the north as a place for individual challenge and success.[3]

But even in the era of farm promotion, other possibilities for land use in northern Wisconsin were not completely ignored. For instance, the region often attracted farmers for its recreational potential. Harold Buchman, who was born in Washburn County in 1899, explained that "many people came up here from the older settlements down south because of the fishing, the hunting, the wild berries, the cheap land." A teacher at a Rusk county school in the early twentieth century remembered that "hunting and fishing were the general hobbies; sometimes I used to think they were the vocation and farming was the hobby." After 1920 these opportunities increasingly became available to visitors to the cutover, not just its residents.

This change happened in part because both state officials and cutover residents concluded that for northern Wisconsin to develop economically, agriculture should be supplemented, or even replaced, by tourism and recreation. The number of farmers and amount of farmland in the north did not grow during the 1920s. An agricultural depression highlighted the inherent limitations of soil and climate in the region that had been somewhat obscured by high crop prices between 1897 and 1920. The nationwide Great Depression of the 1930s further undermined agriculture in the north. The tax base of many municipalities eroded as abandoned land reverted by tax deed to counties. State and local officials concluded that some use had to be found for this land. Tourism was the logical alternative. As the *Rhinelander New North* pointed out in 1924, "The people of Wisconsin have fished and hunted ever since the first pioneer fought his way into the wilderness of this region, but not until recently have we begun to realize how

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3 See James Willard Hurst, *Law and Economic Growth: The Legal History of the Lumber Industry in Wisconsin, 1836-1915* (Cambridge, Mass., 1964), 524-526. The case was *Owen ex re. Donald* (1915).

kind the creator really was to us, nor have we given serious consideration to capitalizing this vast natural asset."[4] President Calvin Coolidge enhanced this image of northern Wisconsin as a tourist destination by spending ten weeks during the summer of 1928 on a fishing vacation at Cedar Lake Lodge, thirty miles south of Superior on the Brule River in Douglas County.

Other changes after World War I encouraged this reorientation of northern Wisconsin towards recreation and tourism. In general, many characteristics that Americans today consider "modern" first appeared in the 1920s. The census of 1920 reported that for the first time most Americans lived in cities. Milwaukee, Chicago, and the Twin Cities, in particular, had grown rapidly. Their increasing congestion, pollution, and hectic pace encouraged city residents to seek an antidote in more "natural" surroundings in the country. People could now afford these respites in the "outdoors" because of the prosperity of the 1920s, however shallow and unevenly distributed it was. With automobiles they increasingly had the means to reach the "outdoors." The ethos of the 1920s also encouraged them to spend time and money on recreation: the emphasis now was on the benefits of consuming rather than producing the goods of industrial capitalism.

A new kind of tourism, therefore, characterized the 1920s.[5] This tourism involved Americans from a wider class background than previously had been the case. These new tourists traveled by car to their choice of destinations, rather than by railroad to a scenic location with a large formal hotel. In 1921, the United States Forest Service told casual campers, "Camping is free and generally requires no permit. You may choose your own camp ground . . . and feel at home and enjoy yourself in your own way."[6] These new tourists often stayed in impromptu campsites as part of a movement called "auto bumming" or "motor caravanning" or "gypsying." Altogether, tourism brought an estimated $100,000,000 into Wisconsin annually by 1923.

Several institutional developments encouraged this new tourism. For one thing, the state publicized the tourist and recreational opportunities of the north, using the growing medium of commercial advertising. "Relax in Wisconsin" became the state's official promotional theme. Business associations joined in this push. The Milwaukee Association of Commerce pledged $10,000 to "aid the movement to advertise the state . . . as a playground second to none in the country."[7] Founded in 1922, the Northern Wisconsin Resort Association quickly garnered 2,000 members and opened tourist bureaus in Chicago and Milwaukee. Such associations organized touristy events, like the 1938 Bayfield County Strawberry Festival.

State road building programs also assisted the boom in tourism and recreation. State financing of highways began in 1911 and expanded greatly with the "good roads" movement of the 1920s.[8] As a

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4 Cited in Paul W. Glad, *History of Wisconsin: War, A New Era, and Depression, 1914-1940* (Madison, 1990), 211.

5 For details on the development of this tourism, see ibid., 211-220; Wisconsin Cartographers' Guild, *Wisconsin Past and Present: A Historical Atlas* (Madison, 1998), 60-61; and James Kates, *Planning a Wilderness: Regenerating the Great Lakes Cutover* (Minneapolis, 2001), esp. 89-114.

6 Cited in ibid., 92.

7 Cited in Glad, *History of Wisconsin*, 215.

8 For a detailed study on the local level, see Kathy C. Gast, "The Foundation of Barron Country's Roads: Road Development 1848-1940," student paper, UWEC, 2001; on deposit, Area Research Center, UWEC.

result of this road building, a state Highway Commission survey found that on August 3, 1923 30,000 out-of-state cars, with over 100,000 passengers, traveled in Wisconsin. Cities and villages eagerly built public campgrounds to attract these visitors to stay overnight.

The state also greatly expanded its existing park program. There were half-a-dozen new state parks in northern Wisconsin by 1940. Concurrently, official policy shifted away from encouraging agricultural development in this part of the state. After 1925 the programs of the College of Agriculture, in particular, encouraged reforestation rather than expansion of farming. Amendments to the state constitution in 1924 allowed the state government to establish state forests. Three such forests, covering almost 350,000 acres, had been designated by 1931. The Forest Crop Law of 1927 used tax policy to encourage first private and subsequently public owners in the cutover to re-grow timber rather than to farm their land. The 1930s subsequently saw a great expansion of county forests, which covered over 2,000,000 acres by the 1950s.[9] Concurrently, counties began to establish parks, as the state had done already. The Marathon County Park Commission, for example, in 1931 announced its "desire . . . to have a big comprehensive park system . . . developed that a big recreation program will be carried on throughout the year."

Even more directly significant to tourism was the 1929 legislation that authorized county-level land-use zoning. First implemented in Oneida County in 1933, this practice was universal in the cutover by 1940. Zoning designated sections of a country as exclusively for agriculture, forestry, or recreation. The recreation zones often provided sites for the development of privately owned resorts.

National programs also reoriented northern Wisconsin from agriculture towards tourism. With money provided by the Clarke-McNary Act of 1924, federal officials began purchasing cutover land. Two national forests, Nicolet and Chequmegon, were set up in 1932, and expanded to about 1,500,000 acres by 1940. In the 1930s, federal programs, especially the Civilian Conservation Corps, built the infrastructure of this expanding network of national and state forests and parks. There were eight CCC camps in state parks by 1935. Corps members worked on erosion prevention, reforestation, trail building, lake dredging, bathhouse and shelter construction and other amenities for tourists.

The residents of northern Wisconsin themselves encouraged this increasing emphasis on developing tourism and recreation in their region. Most local newspapers, for example, strongly endorsed it. Even cutover residents who remained committed to making northern Wisconsin into an agricultural region (as were most farmers themselves in the north) understood how tourism could benefit them. Tourist-related work—operating a few cabins on lakefront property or working as a fishing guide—could supplement income from agriculture and allow marginal farmers to "make do." These activities enhanced the long-standing pattern of men developing their farms in conjunction with seasonal work in the woods or at a sawmill. For example, on the Goldsworthy family farm near Three Lakes in Oneida County the addition of eight tourist cottages to what had been a dairy farm "required a lot of work" from all the family members, admitted Walt Goldsworthy, but provided income that kept the farm viable.

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9 For an exemplar discussion, see Arlan Wooden, "The Marinette County Forest: 1933-1988," *Proceedings of the Fourteenth Annual Meeting of the Forest History Association of Wisconsin, Inc.* (n.p., 1989), 32-36.

In sum, a combination of demographic, economic, cultural, technological, and institutional forces—within the cutover, at the state level, and more broadly within the United States—encouraged a growing emphasis on making northern Wisconsin a region based on tourism and recreation. But this new orientation was also problematic.

Not all local residents welcomed tourists. The automobile gypsies of the early 1920s sometimes became nuisances. The *Burlington Standard Democrat* whined in 1924 that "farmers have been put to considerable expense in cleaning up after campers and picnickers, and frequently serious damage has been done by the offenders against common decency."[10] This concern about attracting disrespectable elements to the cutover increased as tramp camps sprang up during the Depression years. The conclusion, therefore, was that visitors to northern Wisconsin had to be controlled. Local officials and businessmen encouraged the development of private campgrounds and cabins, which would supposedly attract a "better class" of clientele than free municipal campsites.

Practices in the new public parks and forests also served as controlling forces. Planners and landscape architects consciously tried to create in these places a naturalistic, but regulated environment. They clustered campsites together with standardized picnic tables and fire pits. They created lumber and stone barriers to keep cars from ruining vegetations. Tourists now had to get permits and pay fees to use these facilities.

These sorts of controls, however, only muted tensions between tourists and local residents. At the root of the problem was the popular image that existed in the interwar years of the cutover as exotic and semi civilized with residents who were immoral, lazy and tolerant of crime. From outside the region, observers focused on Al Capone, who built a $250,000 fieldstone house with machine gun portals on Cranberry Lake in Sawyer County in the 1920s, and John Dillinger, who outfought FBI agents in a widely publicized shootout at Little Bohemia Lodge in Vilas County in 1934. Sensationalist stories in the Chicago and Milwaukee newspapers emphasized gunfights, prostitution, illegal gambling and prohibition violations at northern Wisconsin roadhouses. In more careful language, social scientists investigating the so-called "problems" of the cutover discussed widespread sexual promiscuity and incest.

Consequently, many visitors came to the north with sweaty palms, expecting a "good time." Albert O. Barton, a prominent Progressive journalist, reported that on a 1926 trip to northern Wisconsin he found "moonshine joints often run by high-powered crooks, who boldly defy the law and debauch the neighborhood. . .With moonshine poison the auto, good roads and the tourist traffic, a lot of young lives are being ruined." Nell Peters, who grew up on a struggling farm near Eagle River in Vilas County in the 1930s, admitted that, "After the repeal of Prohibition joints [offered] free opening and closing times, and unrestricted gambling and prostitution" because "the more freedom, the more money tourists coughed up." Nell's brother Robert, who went on to become a distinguished poet and critic, recalled the local disdain for vacationers who took up casually with local girls, sometimes impregnating and abandoning them. "The glamorous allure of city life," he lamented, "destroyed many of these girls . . .

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10 Cited in Glad, *The History of Wisconsin*, 216.

No hard-working local male would marry such used goods."

The experience of American Indians illustrates this problematic character of tourism. Ojibway in northern Wisconsin increasingly became confined to reservations and prevented from following traditional subsistence practices precisely because white people wanted hunting and fishing opportunities to be more available for tourists. Consequently, out of economic necessity many Indians in the interwar years came to depend on selling a facsimile of their culture to tourists, for whom their presence was part of the exotic, semi-civilized attraction of the cutover. Some Ojibway performed not-always-authentic rituals for tourists and sold them made-for-sale handicrafts. The Land O' Lakes Association produced an Indian celebration at the Apostle Islands "to rival the Mardi Gras, frontier days and other similar entertainments."

The tourism boom of the interwar years certainly helped to reshape the landscape of northern Wisconsin and provided the region with an economic boost. But it also moved it back towards being a colonial society, economically and socially dependent on satisfying the wants of people outside the region. This is what northern Wisconsin, in effect, had been during the lumbering era. The settlers who had tried to farm the region in the early twentieth century had wanted to move it in a different direction. Northern Wisconsin is still struggling to escape from this colonial status in the early twenty-first century. The tourism boom of the interwar years also was clearly the result of technological, attitudinal and organizational changes that began with the industrialization of the nineteenth century, which was expressed so dramatically by the large-scale logging over of northern Wisconsin. But this tourism also pointed towards our post-industrial world of the early twenty-first century, in which not just the products we consume, but also our individual subjective feelings, like experiencing the outdoors, have become commodified and commercialized.[11]

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11 There is a growing literature on the social meaning of tourism. I have been especially impressed by the work of Hal Rothman. See *Devil's Bargains: Tourism in the Twentieth-Century American West* (Lawrence, KS, 1998).

Ella: A View From The Creek

By Judy Gilles

Hello, I'm Ella. I'm so glad you joined me on the banks of my creek. This is a special day for me. My son Francis just came home from the hospital and told me I have a new granddaughter, Judy. I always wanted a little girl named Judy and now I have a granddaughter. Francis and Joyce live on the home place, just through the field. Frank and I live just through these trees so I know I will get to see the wee one every day.

May 20th, 1945, it's a good time to be born. Times will be better now. Maybe we will be able to get material. Do you like my dress? I found enough feed sacks over at Kucera's turkey farm for a dress. The ladies all rush over there after the big feed truck makes a delivery. Mrs. Kucera washes the sacks and sells them. Generally you can just find a few with matching patterns for dish towels and cloths. But once in awhile you get lucky and find enough for curtains or maybe a pretty pattern for a dress. I worked at the ordinance plant during the war. I got laid off and just went and signed up for something called unemployment compensation. Can you believe it? They are going to pay me for not working. Right down the road is the Colony for people who have trouble learning. I will probably try and get a job there.

Judy was born on her parents wedding anniversary. Our daughter Bernadine was born on ours. That got me thinking about family and all that has happened along this creek. It seems so peaceful here now but life along the creek has not always been quiet. The history of people goes back a long way. This creek has always been known as Paint due to the colored clay found along its banks. Legend relates the Native Americans used it for paint. Perhaps someday I'll bring my granddaughter down here and we'll make clay fruit like I did as a child. Francis has found many arrowheads as he has worked the fields, especially the one just above the creek bed. It is amazing to watch him plow. He seems to keep one eye straight ahead but the other one watches the last furrow he made. Every once in awhile he'll stop the tractor, jump down, brush the dirt around and put something in his pocket - sometimes an arrowhead, other times just a pretty rock. I feel sorry for Joyce washing his overalls. Needless to say he

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Editor's Note: *Ella: A View From the Creek*, is a living history presentation Judy Gilles performs for her guests at Cabin Ridge, a banquet facility located along Paint Creek in Cadott, Wisconsin. In the presentation Judy portrays her grandmother, Ella, and recounts 150 years of history along Paint Creek. Attendees of the FHAW Annual Meeting were transported to the cabin by horse-drawn wagon and were treated to the presentation along with a banquet dinner on Friday September 21, 2001. In describing her grandmother's life and the inspiration for the historical performance, Judy states: "My grandmother lived through interesting times—from homesteading in the Dakota Territory to seeing a man land on the moon. She lived through Native American uprisings, ethnic hostility, the Great Cloquet Fire and a tornado. Yet near the end of her life she described it as a quiet life. So much history has happened along this creek." For the benefit of those who could not attend the outing, Judy agreed to write this narrative of her presentation.

is not known in the township for straight furrows. This area does not seem to have areas of winter encampments. It appears the Native Americans just past through and camped for short periods in the summers.

Judy Gilles Collection



Figure 1: ***Judy Gilles portrays "Ella"***

You can hear the slap of the beavers tail as they reinforce their dam just around the bend. The wealth that could be made from the beaver and other fur-bearing animals brought fur trappers into the area. In the mid 1600s the French Canadians came into Northern Wisconsin through the Madaline Island area. The Cadotte Family was one of the first to arrive. Slowly working their way south by 1836 Jean Bapiste Cadotte had a fur trading post just six miles northeast of here on the falls of the Yellow River. That is how we got the name of our town.

It is so peaceful here this May day, similar to when the loggers came. But the scenery was very different. The woods had large stands of white pine, some of the best in the area. Of course all of this happened before my family came. Julius Harvey lives just up the creek and his family was one of the early settlers. The stories he tells about those days. I hope my granddaughter can near him someday.

Mathew Bateman was one of earliest settlers. He arrived around 1853, I think his brother came about 3 years earlier. Somehow he managed to get most of the logging rights along the creek. He added a sawmill to his brother's dam and boom down the creek a few miles. Then he built another dam up the creek a few miles. This allowed him to cut logs all winter and float the logs down to his sawmill in the spring. He sawed all summer and then floated the logs to the Chippewa River and onto the Mississippi.

One event made him a legend. Calico Tom Roycraft was there and always enjoyed telling a good story. About 1875 the Union Lumber Company had four million board feet on the upper Paint Creek. They drove the logs to Bateman's millpond and ordered him to open up so they could put the logs through. Bateman said "Sure, for 17 cents a thousand." Their reply was that they would put the logs through without paying a cent. Well, the war was on. Mathew dug a hole in the creek bank and walled it up with logs. The hole was 12 feet by six feet and five feet deep reaching three feet above ground with portholes so he could get a good view. He marked a line around the fort and said anyone stepping over the line was a dead man. He entered the fort with food, water and a Civil War musket. The Union Company was not wasting time either, they hired some daredevils to come and break the dam and put the logs through.

Mathew sent his son Allison over to the other side to see what those fellows were up to. Well they said they were going to break the dam and if Mathew got in the way they would drown him. Soon after a kingfisher came flying low over the creek and perched on a tree across from the roughians. Mathew took aim and shot the head off the bird. He then sent Allison across the creek again to tell them that the first one to set foot on his dam would get the same thing. The fellows decided they had other things to do and the Union Company paid the 17 cents. Mathew was very well respected but held to his convictions.

In the early 1880s there was a huge fire that started right about here and burnt about 15 miles to the east. The fire followed the creek for much of the way. Julius said the creek got so hot all the fish died. He'll probably be telling the same story when he is 90.

The creek was busy in those days. Over 40 logging camps, driving shanties and businesses lined these banks. There were sawmills, shingle mills, a blacksmith shop, a brick factory and even a pony farm.

Logging was dangerous with falling limbs and trees but logjams were especially bad. The worst jam in the history of Wisconsin occurred on the Chippewa River just below where Paint Creek entered. The date was June 1869. As the jam started it was impossible to notify crews up the creek and river on the banking-ground to stop sending logs. The logs backed up for almost two miles and were piled up 20 feet above the water level. Fortunately no lives were lost.

They were not so lucky at the Little Falls dam on the Chippewa River. On July 7th, 1905 a logjam developed and the Chippewa Lumber and Boom Company put out a call for 70 plus men to break it up. Unfortunately the jam happened right after the 4th of July. The recruits arrived about 10:00 in the morning still in their street clothes and many had been out late the night before drinking. The competitive spirit prevailed and all were anxious to be the first ones on the jam. The first bateau capsized as they attempted to hook a log and the men went over board. Eleven men died that day. Even though the company shut down work on the jam it was 24 hours before any bodies were found. Irvine offered a reward of $50.00 for the recovery of each body. After a few days all were found but two. By chance they drifted downstream close to where they lived. This gave rise to the legend that all men drifted ashore as if they were going home.

Joyce's uncle Oscar Barquest was one of those killed. He use to court Jesse Kingsland, just down the creek, but her family didn't approve as the Barquests didn't have enough money. She later married Forest Bateman, Mathew's grandson. Who knows maybe we will end up related to the Batemans in the next generation.

Our creek had its tragedy too. About 25 years ago now Allison Bateman was in charge of one of the last log drives down Paint Creek. Val Connell drowned on that drive about a mile east of here.

We were latecomers and missed those rough times. My father Carl was born in Switzerland coming to this country in 1871 when he was seven. The family settled near Chicago where my grandfather started a cheese factory. He specialized in limburger. How I love that flavorful cheese. Perhaps my new granddaughter will too. Father always wanted to be a dairy farmer. Upon hearing the wonders of Dakota Territory he participated in a land excursion trip to New Salem, just past Bismark, in 1884 when the railroad was finished to that point. He recalled the train stopping in Eau Claire with all

the rough lumberjacks getting on and off the train and seeing the cut over land. He was so pleased to be going to the wide open and fertile ground of Dakota.

Father made the move in 1885, taking enough lumber to build a two room house. But the barn was built of sod. My mother followed and they were married out there. Life was not what either expected. Times were hard; they barely had enough to eat or enough money for postage to send a letter home. The hot dry winds or hail destroyed crops. In the winter there were terrible blizzards. When they saw a blizzard coming they would stretch a rope from the house to the barn so they would not get lost. There was no wood so they dug lignite coal from the ground.

My two sisters and I were born out there. It must have been difficult for my mother and she hated it. But most of all she was terrified of the Native Americans. It was a far cry from the big city of Lucerne in Switzerland. By the time they arrived the Native Americans were on the reservation. But Chief Sitting Bull was not killed until 1890 and the Indian Wars continued until 1891 with occasional raids after that. I recall hearing that the Indian agents were crooked. They would sell the good meat the government sent and then take rotten meat to the reservation. Naturally there were flare-ups. I remember one unrest when the soldiers came to the farm and told us to go to New Salem and wait at the rail station. If there should be an attack they would send us out of town on the train. I was very frightened. Little did I know it would not be the last time I would make a run for the train.

In 1900 we moved back to the Chicago area. Father came to this area for several winters as a cook in Bateman's logging camp and finally decided living along the creek would not be that bad. He bought 80 acres of cutover land, a small house and a log barn for $1400. In 1902 father drove a covered wagon with a team of oxen to the new farm while mother, my sisters and me came by train to Cadott.

Starting school was hard for me as I only spoke German. The first day of school the teacher asked my name and I said "Ella." She replied that "Ella was not a name." I've hated my name ever since. I went to a little one-room school up the road as did Francis. I assume Judy will go to the same school.

The creek brings peace to me now. But it wasn't always that way. The south side of the creek was the Irish Melville Settlement with the Gannons, Roycrafts, Connells, Melvilles and many others. They all came from Schull in County Cork, Ireland. French town was here on the north side with the Toutants, Lancettes, Michauds, Lancours and many others. Those Protestant Irish and French Canadian Catholics did not get along especially well. In fact the logging camps had bunkhouses on both sides of the creek as they refused to sleep in the same bunkhouse. We settled here on the north side, as Swiss we didn't think it made much difference. Well all went well until I fell in love with an Irishman. He could talk the hind legs off a donkey. Our marriage caused a great disturbance as they all felt he was marrying beneath himself. We wanted to take over the family farm but that wasn't to be. He married on the wrong side of the creek. The farm went to his sister who married an O'Grady.

We moved to Cloquet, Minnesota where Frank got a job in a lumberyard and I worked in a toothpick factory. I will never forget the months it took for my fingers to get tough enough so the blisters would stop. October 12, 1918, just two days before Francis's fifth birthday, dawned smokey and windy. You knew there was a big forest fire somewhere. By four o'clock it was so smokey you could only see a short distance and we heard a small town 12 miles away had burnt down. Frank wanted to go

to Duluth for the night but his brother George talked him out of it. He said that all five sawmills, the box factory, paper and toothpick mills were still running and they would close if there were any danger. Besides all the fire trucks were lined up in case they had to go.

At eight o'clock that evening someone came running down the street yelling "Get out of town the fire is in the north west lumber company!" There was no time to save anything of value. I had a couple of suitcases of clothes. I was using the cases for storage. I grabbed them as we headed for the railroad station. It was like a herd of animals running for their lives. Somebody in town had the foresight to hold the empty ore gondolas and boxcars. The fire spread so fast that the town of 10,000, five lumber mills and 100 acres of lumber yards were all on fire in an hour and one half. We were loaded into boxcars on the last train to leave town. It seemed that we sat there forever until the officials felt there was no one left in town. It was strange waiting at the station with the fire burning, all the mill whistles blowing and sirens moaning and whaling at full blast. All you could see was smoke and fire. The wooden railroad trestles burnt behind us as we left town. Once we reached Duluth we thought we had reached safety. By that time Duluth was in danger so the city called in empty grain and ore boats in case they had to get people out of town. Again we sat and waited. Remember my suitcases, they were full of summer clothes, not much use in mid October.

Frank went back to Cloquet in a couple of days. The only way he could find our house was to go to the hospital or the water tower, the only things left standing, and then count the blocks to our block and the basements to our basement. All he found was my little sewing scissors. He went back to work but the living conditions were terrible. He caught a flu that was raging in town. He came home to recover and we never went back.

We found peace along the creek as we took over my parent's farm and raised our family. Now we have a new generation. I hope the following generations stay here. The only thing that could disturb the peace would be a tornado. I doubt that will happen. It is time for me to get back. Do come and visit me again.

The Fixmer Award:
Citation for Distinguished Service of an Individual, 2001
Dave Engel

Dave Engel has written a series of five books entitled *River City Memoirs*. These books recount the history of such lumber towns as Shanagolden, Vesper, Pittsville, Arpin, and Rudolph, and such lumbermen as T.E. Nash and George Hues. In 1986, he wrote the *Age of Paper,* a history of the founding and evolution of the paper industry at Wisconsin Rapids. He followed that in 1990 with the publication of *Shanagolden: An Industrial Romance,* the story of an Ashland County lumber town that is now a ghost town. Two years later he edited and published *The Northwoods Journal of Charles C. Hamilton,* the diary of a YMCA missionary, who traveled among the logging camps of northern Wisconsin in the 1890s. Since 1997, Dave has contributed a series entitled "Artifacts" to the *South Wood County Historical Newsletter.*

Dave founded the Wakely Inn Preservation, Incorporated and served as its historian until 1990. Between 1987 and 1990 he was president and director of the South Wood County Historical Corporation. Since 1983, he has been city historian for Wisconsin Rapids. Many members will remember Dave's presentation about T.E. Nash, one of the prominent lumbermen of central Wisconsin, at out nineteenth annual meeting in 1994.

In recognition of his work with local and county historical societies and his many publications that help preserve Wisconsin's forest history, it is a pleasure to present this year's Fixmer Award (The Forest History Association Distinguished Service Award to an Individual) to Dave Engel.

The Connor Award:
Citation for Distinguished Service of an Organization, 2001
IXL Historical Museum

This year's Connor Award marks the first time that we have honored an organization not located in Wisconsin. The IXL Museum Hermansville, Michigan, however, has preserved the history of a Fond du Lac, Wisconsin-based lumber company, the Wisconsin Lumber & Land Company and has done so admirably.

The IXL Historical Museum was founded in 1983 and currently has some 350 members. Its archives contain thousands of photographs related to the lumbering operations of the Wisconsin Lumber and Land Company and the development and growth of its company town, Hermansville. It also includes correspondence, ledgers, daybooks, journals, and other business records of the company.

In 1978, the museum published a centennial history of Hermansville, which contains many photos of the operations of the Wisconsin Lumber & Land Company. The other publications of the museum include *Once Upon A Time, Shavings & Sawdust, Case History of Hermansville,* and *Hermansville, Michigan: The People and Their Legacy.* The museum also publishes a biannual newsletter.

Undoubtedly, the museum's greatest achievement has been the preservation of structures related to the Wisconsin Lumber & Land Company. These structures include the company office, a carriage house, a warehouse, a railroad boxcar and caboose, and an early company house. The company office includes everything the Wisconsin Lumber & Land Company used to run its operations since 1882, when the building was constructed. The first floor contains the general offices and the company records. The second floor, which originally was the apartments of C. J. L. Meyer and his family, contains elegant household furnishings. The third floor contains the dormitory-style employees' quarters. As the *Peshtigo Times* wrote in an article last year, the IXL Museum is special, and it is my pleasure to present this year's Connor Award to the IXL Museum.

Wisconsin Forestry Hall of Fame Induction Ceremony
Forest Stearns

Forest W. Stearns (1918-1999), was elected to the Wisconsin Forestry Hall of Fame at the Hall of Fame Committee meeting in Stevens Point, Wisconsin on May 24, 2001. The nomination of Forest was submitted by the Forest History Association of Wisconsin of which he was a long-time member and past Director. The induction ceremony took place at the FHAW Annual Meeting in Stanley, Wisconsin on September 22, 2001. Mr. Gerald VandeHei, the Wisconsin Forestry Hall of Fame Chair, presented the plaque to Forest Stearn's daughter, Carlin Hibbard.

Two of Forest Stearn's colleagues at the University of Wisconsin—Milwaukee, Peter J. Salamun and Thomas P. Schuck, authored the following memoriam. It is reproduced here with permission.

Forest W. Stearns, Professor Emeritus of Biological Sciences died September 8, 1999 at Found Lake - Saint Germain, Wisconsin. Forest was a member of the UWM Faculty from 1968 until his retirement in 1987.

Forest was born in Shorewood, Wisconsin, where he completed his elementary education and graduated from Shorewood High School. He attended Harvard University and received the baccalaureate degree in 1939. That same year he entered the University of Wisconsin - Madison and began his graduate studies, receiving his Master's degree in Botany in 1940. He continued his graduate studies toward the Ph.D. until 1942 when he entered the military service. He served in the US Army Air Force from 1942-1946 and in the Air Force Reserve from 1946-1954. After returning from active service he resumed his Ph.D. studies completing them in 1947 under the direction of Professor John Curtis.

His academic career began at Purdue University where he taught biology courses from 1947-1957. In 1957 he joined the United States Forest Service in Vicksburg, Mississippi and carried out research in wildlife ecology at the Southern Forest Experiment Station. He transferred to the North Central Forest Experiment Station working at both the St. Paul, Minnesota and Rhinelander, Wisconsin offices. In 1968 Forest accepted an offer to join the faculty at UWM.

At UWM Forest incorporated the urban mission of this University into his teaching and research. The term Urban Ecology became associated with his name, attracting many graduate students. He remained interested in wildlife ecology and in the primary productivity of aquatic and upland ecosystems. The courses he taught required considerable field work. Forest believed the best way to learn about the natural environment was to be out in the system you were studying. He actively participated in many of the field studies of his graduate students, collecting soil samples and climatic data or marking out quadrant sections. He became know as "Papa Bear" because of his burly nature and his willingness to help with field work. Many of his students have gone on to become university faculty members, environmental educators, directors of botanical gardens or arboreta and natural resources personnel. His students thought so highly of Forest that upon his retirement from UWM they endowed an award in his name at the Wisconsin Academy of Sciences, Arts and Letters. Forest mentored 11 Ph.D. students in his tenure at UWM.

Forest's University service included serving as Chair of the Department of Botany from 1973 until 1977, Chair of the Landscape Advisory Sub-Committee, Chair of the Field Station Committee and as a member of the Downer Woods Committee and the Graduate School Research Committee.

Forest was active in national and international ecological societies. He was botanical editor for the Journal

of Ecology from 1962-1968 and its coordinating editor from 1968-1971. He was elected president of the Ecological Society of America 1975-1976 and president of American Institute of Biological Sciences in 1982.

Forest was also active in a number of state and local organizations. He helped to found The Friends of the Domes, being both an active and emeritus board member until his death. He served as chairman of the Wisconsin Scientific Area Preservation Council, Vice-President of the Midwest Section of the Wildlife Society, and held memberships in the Wisconsin Academy of Sciences, Arts and Letters, The Wisconsin Chapter of The Nature Conservancy and the Botanical Club of Wisconsin.

In addition to his teaching and administrative duties, Forest was a prolific writer, authoring or co-authoring numerous papers, book chapters and environmental reports. He often spoke about his work at professional meetings. Forest remained active in his retirement years, continuing to write professional papers and speak on ecological issues.

He received many awards for his efforts including: the Outstanding Leadership Award of the American Institute of Biological Sciences; a Wisconsin Academy Citation from the Wisconsin Academy of Sciences, Arts and Letters; the Wisconsin Idea Award of the School of Natural Resources University of Wisconsin-Madison; the Scientific Roundtable Award from the United States Forest Service; a Certificate of Appreciation from the Wisconsin Department of Natural Resources.

Forest is survived by his wife Ruth, daughters Carlin and Andrea, son Jay, a number of grandchildren, cousins and nephews. He was preceded in death by his son Timothy. The ecological community has lost a leader. Forest's students have lost a friend.

Wisconsin Forestry Hall of Fame—Citation
Forest W. Stearns - 1918-1999

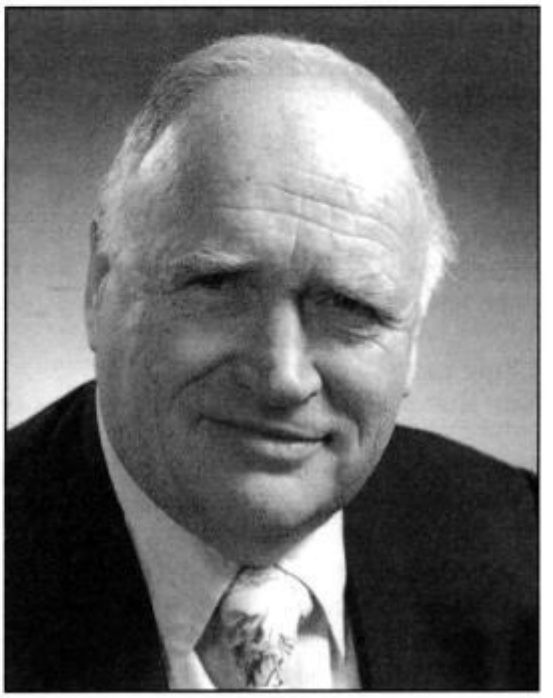
Forest Stearns was an internationally known forest ecologist whose career in forestry spanned over 50 years.

His career began as a professor of biology at Purdue University where he taught from 1947 to 1957. He joined the USFS in 1957 and served at the Northern Forest Experiment Station in Rhinelander, WI, from 1961-1967 where he studied the hardwood forests of Northern Wisconsin.

Dr. Stearns joined the faculty at UW-Milwaukee in 1968 and remained there until his retirement in 1987. While there he authored and co-authored numerous scientific papers, many on the composition and change of Wisconsin's northern hardwood forests.

As Professor Emeritus, Dr. Stearns was highly respected by his students who, upon his retirement, endowed an award in his name at the Wisconsin Academy of Science, Arts and Letters.

Following his retirement, Dr. Stearns continued research at the USFS Research Station at Rhinelander as a volunteer working on wetlands ecology and forest diversity. He was a long-time member and past Director of the Forest History Association of Wisconsin.



Forest Stearns, inducted into the Wisconsin Forestry Hall of Fame on September 22, 2001

Minutes of Annual Business Meeting of Members
September 22, 2001

Call to Order
President John Cline convened the meeting at 2:05 P.M. with 25 members present. President Cline requested a moment of silence in memory of Mary Conner. Cline presented the officers for 2000-2001, and reported on activities during the year.

Minutes of the September 23, 2000 Annual Business Meeting
President Cline asked if there were any corrections or additions to the minutes as published in the Proceedings of the Twenty-fifth Annual Meeting. None forthcoming, the minutes were allowed to stand as published.

Election of Directors
Nominating Committee Chair Don Lambrecht presented a slate of nominees including Tom Albrecht, Bob Brisson, John Cline, Dean Einspahr, and Eugene Harm. The president called for nominations from the floor, none were forthcoming. A motion by Bob Walkner, supported by Russ Kirchmeyer was carried.

Treasurer's Report
Treasurer Albrecht presented a report for the Fiscal Year July 1, 2000 to June 30, 2001. He explained details of the report showing a net gain of $3,100 during the year and a net worth of $53,566 at the end of the year. A motion by Walkner, supported by Benson, to accept the treasurers report was approved, all in favor.

Audit Committee
Miles Benson reported that the audit committee had examined the records for the past fiscal year and the books were found to be in good order with no discrepancies. A motion by Lambrecht, supported by Kirchmeyer, to accept the audit report was approved, all in favor.

Standing Committee Reports

Auction
Cline reported that Karl Baumann and Bob Brisson would conduct the auction with more than 100 items to be sold.

Chips and Sawdust
Kurt Kortenhof reported the need for news and history items.

Distinguished Service Awards
Chair Randy Rohe requested nominations for the 2000-2001 Distinguished Service Awards.

Forestry Hall of Fame
Chair Don Lambrecht reported that Forest Stearns was elected in 2001 as the third FHAW nominee, along with John Saemann and Frank Fixmer, who will be in the Forestry Hall of Fame. He thanked Gerald VandeHei and Carlin Hibbard for the induction of Forest Stearns and requested nominees for the future.

Membership
Bob Brisson reported that there are currently 199 members. He requested help in recruiting new members, especially businesses.

Proceedings
Chair Miles Benson reported that the 2000 proceedings had been distributed widely to foresters, legislators and others to promote membership in FHAW.

Scholarship
Chair John Saemann reported that 15 applications had been received this year and the winner of the $500.00 award was Mary Voytovich, Chippewa Valley Technical College whose paper was printed in *Chips & Sawdust*. Saemann requested that members encourage entries for the 2002 contest deadline of February 10th.

Approval of the Actions of the Board of Directors
A motion by Dean Einspahr, supported by John Saemann to approve the action of the board of directors during the 2000-2001 fiscal year was approved, all in favor.

Annual Meetings
John Cline reported possible sites to hold the 2002 meeting include Oconto and Wade House State Historical Site. A water-powered sawmill is now operating at Wade House.

Adjournment
Tom Albrecht moved, Pat Schroeder supported, to adjourn at 2:30 p.m. Motion carried, all in favor.

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Treasurer's Report
Forest History Association of Wisconsin
July 1, 2000 to June 30, 2001

OPERATING RECEIPTS

	00-01 est.	00-01 Actual
Dues	3,400	3,360
Donations-Unrestricted	200	954
Annual Meeting	1,500	1,850
Auction	700	1,114
Sales	400	284
Return on Investment	2,800	2,400
Operating Receipts (sub total)	9,000	9,962
Capital Donations (*$165—Fixmer Memorial Fund)		615*
Total Receipts	**$9,000**	**$10,577**

OPERATING EXPENSES

Printing	4,200	3,145
Postage	1,000	684
Operations	1,800	1,123
Annual Meeting	1,500	1,875
Scholarship	500	500
Auction	0	150
Investment	0	0
Total Expenses	**$9,000**	**$7,477**

CASH ASSESTS

	6-30-01
Stephenson National Bank Checking	2,271
Salomon Smith Barney Fund	37,664
Federated Utility Fund	13,631
Total	**$53,566**

Available Back Issues of The *Annual Proceedings*

The price for each back issue is $3.50 plus $2.00 postage and handling for the first issue and $1.00 for each additional issue.

Make check payable to the Forest History Association of Wisconsin and send to:

Secretary, FHAW
P.O. Box 1001
Marinette, WI 54143-1001

8th Annual Proceedings - 1983
"The CCC Programs in Wisconsin;" "History of Log Transportation in Wisconsin;" "Last Logging Railroad Operation in Wisconsin"

10th Annual Proceedings - 1985
"Use of Navigable Waters for Log Driving and Lumber Rafting"; "Life and Death of a Lumber Town"; "History of Forest Fire Protection in Wisconsin"

12th Annual Proceedings - 1987
"Historic Chippewa Falls, WI"; "Women Came to the Woods"; "Eau Claire and the Lumber Industry"

13th Annual Proceedings - 1988
"The Wolf River Area's Forest Heritage"

16th Annual Proceedings - 1991
"Wisconsin's Logging Locomotives"; "Round Lake Logging Dam"; "Evolution of the Modern Logging Truck"

17th Annual Proceedings - 1992
"Historical Development of the Nicolet National Forest"; "Early Days of Trees for Tomorrow"

18th Annual Proceedings - 1993
"Logging Camp Subsistence"; "Sherry and Gerry Site"; "Passport in Time"

19th Annual Proceedings - 1994
"The Edwards: Father and Son"; "T. E. Nash, Friend and Founder"; "The Roddis Family: Their Lumber Operations"

20th Annual Proceedings - 1995
"Non-Traditional Products of the Forest, Their History and Commercial Development"

21st Annual Proceedings - 1996
"The Flambeau River Area's Forest Heritage"

22nd Annual Proceedings - 1997
"Forest History's Impact on the Growth of Tourism in North Central Wisconsin"

23rd Annual Proceedings - 1998
"Sawmill and Pioneer Lumbermen of the 19th Century Along the Central Wisconsin River"

24th Annual Proceedings - 1999
"Oshkosh- Sawdust City, Then and Now"

25th Annual Proceedings - 2000
"Historic Rhinelander Area (Land of the Hodag)"



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"THE HISTORIC OCONTO AREA"

Proceedings

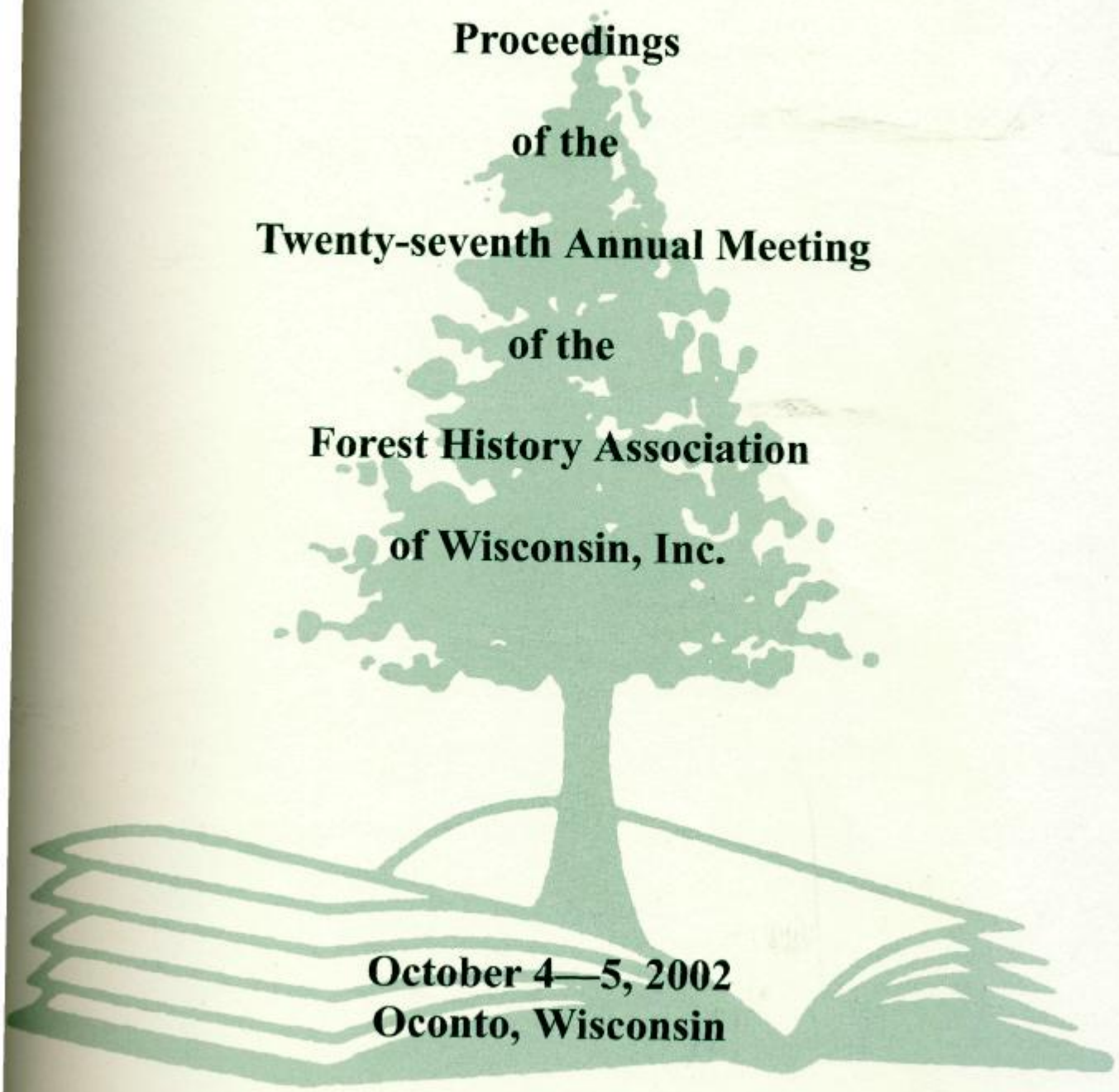
of the

Twenty-seventh Annual Meeting

of the

Forest History Association

of Wisconsin, Inc.



October 4—5, 2002
Oconto, Wisconsin

The Forest History Association of Wisconsin

The Forest History Association of Wisconsin had its beginnings early in 1975 when a group of representatives from the wood products industries, conservation agencies and the University of Wisconsin met to discuss a potential bicentennial project which would remind our citizens of the importance of forests in Wisconsin's past, present and future.

Their discussions led to the founding of the Association as a non-profit, tax-exempt endeavor whose principal objective would be to preserve Wisconsin's forest heritage. Membership currently numbers about 250 individuals, corporations and institutions.

A ten-member Board of Directors serves as the Association's governing body. Officers and directors for 2001 - 2002 are:

Miles Benson, President	Wisconsin Rapids
Randall Rohe, Vice President	Waukesha
Bob Brisson, Executive Secretary	Menominee, MI
Thomas Albert, Treasurer	Shawano
Karl Baumann	Marinette
John Cline	Wausau
Dean Einspahr	Appleton
John Grosman	Woodruff
Eugene Harm	Cadott
Donald Lambrecht	Green Bay

The Association has produced a number of publications which will have some appeal to most forest history enthusiasts:

- *Proceedings of Annual Meetings -1978 thru 2001*
- *Bibliography of Wisconsin Forest History Literature*
- *"Chips and Sawdust" (Quarterly newsletter)*
- *A Chronology of "Firsts" in Wisconsin Forest History*
- *Logging and Lumbering Museums in Wisconsin*
- *Ghosts of the Forest: Vanished Lumber Towns of Wisconsin, Volume I*

Further information on any aspect of the Association's program and policies may be obtained by writing to:

Secretary
Forest History Association of Wisconsin
P0 BOX 1001
Marinette, WI 54143-1001

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Proceedings

of the

Twenty-seventh Annual Meeting

of the

Forest History Association

of Wisconsin, Inc.

October 4-5, 2002
Oconto, Wisconsin



Founded, 1975

"The past is but prologue to the future"

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Foreword

The following text comprises the official transactions conducted and the papers presented at the twenty-seventh annual meeting of the Forest History Association of Wisconsin, Inc. (FHAW). The two-day meeting took place on Friday October 4th and Saturday October 5th, 2002 in Oconto, Wisconsin.

FHAW members Carl Krog, Bob Brisson and Dick Doeren were responsible for making necessary arrangements for the tour, securing a location for the meeting, and contacting the speakers. The October 4th tour took the group to various historic sites in and around Oconto, including: the Sentinel Structures Corporation, the Peshtigo Fire Museum, Peshtigo Harbor, the John Arndt Pensaukee sawmill site, the Beyer Home Museum, and concluded with a bus tour of Oconto's historic district. The October 5th meeting took place at the wonderful facilities of the Oconto Elks Club in downtown Oconto.

The papers presented on Saturday were all excellent and provided an overview of the Oconto area's history. Each presentation provided insight into an interesting aspect of the area's past, and when considered together they presented a multi-faceted perspective of the larger story of the area's heritage. Dr. Thomas Pleger began the meeting by presenting his wide-ranging research on the old copper culture of the Western Great Lakes between 4000 and 1000 BC. Laurie DeWitt Davidson and Don DeWitt then gave a fascinating family history of the Holt lumber operations. Diane Nichols concluded the morning session by providing intriguing insight on some of the tragedy that accompanied the lumbering industry with her first-person account of the 1871 Peshtigo fire. The afternoon session opened with Randall Rohe's presentation of the Distinguished Service Awards. Monette Bebow-Reinhard, Dick Doeren and Peter Stark then led a discussion of their on-going archeological investigation of the John Arndt sawmill site in Pensaukee. Douglas DeWitt concluded the presentations by showing historic video footage of the Oconto-area lumbering activities of the Holt family. In addition to the papers presented at the meeting, we have also included a paper written by FHAW member Carl Krog entitled "The Development of a Transportation Network on the West Shore of Green Bay." Although Carl did not present the paper at the meeting because of time constraints, it highlights an important aspect of the region's forest history and fits well with the rest of the papers published in this journal.

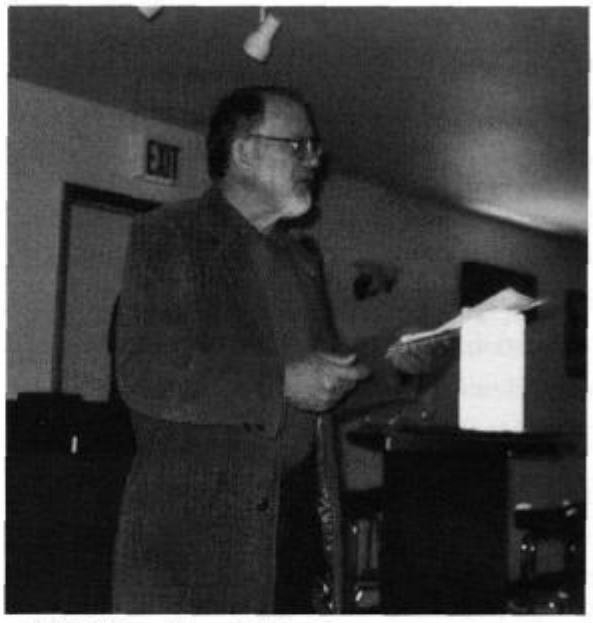
The FHAW Board of Director's conducted the business meeting and the annual auction which netted $780. William Kamke's excellent dinner presentation entitled "The Hard Life of a Lumberjack" concluded the meeting. From those of us who had the good fortune of attending the meeting, thank you for all your excellent work Carl, Bob, and Dick.

We invite any reader who is not already a member of our organization to join us in preserving a record of Wisconsin's forest history. To learn more about our organization and to request a membership application, write to: Executive Secretary, Forest History Association of Wisconsin, Inc., PO Box 1001, Marinette, WI 54143-1001.

Kurt Kortenhof,
Editor

President's Report

Welcome to all members, friends and guests to the 2002 FHAW Annual Meeting! The 2001 - 2002 year for the Forest History Association has been both successful and eventful thanks to many of you who are present. You will hear from most of those people during the progress of this meeting. For now I will briefly summarize the FHAW events of this past fiscal year.



FHAW President Miles Benson addresses the 2002 Annual Meeting

I think most appropriately the program committee for the FHAW Annual meetings for the past fiscal year should be recognized. The FHAW 2001 annual meeting at Stanley, Wisconsin was one of our best thanks to the efforts of Eugene and Dolores Harm and the good people they brought together from the Stanley Historical Society and the city of Stanley. We all are indebted to them and are very appreciative of their contribution.

This 2002 Annual meeting was prepared through the committee of Bob Brisson, Dick Doeren and Carl Krog. Our thanks to them and the people who have helped them as well. There is always a great deal of phone calling, meetings and persuasion of people to help at these meetings and we certainly appreciate the program they have put together as well.

The Board of Directors has met three times since the last meeting to conduct the work of your association. They have worked hard for your Association and will be reporting on some of those efforts in their reports. The notes of those meetings have been published in the *Chips and Sawdust.*

The publication of our *Proceedings* and *Chips and Sawdust* was ably preformed by our editor, Kurt Kortenhof. He not only put the publications together but also developed an electronic shortcut to the publication process itself. We also were able to reduce our mailing costs by using Operation Development Corporation in Wisconsin Rapids.

An Archivist for the FHAW, Pete Shrake, was appointed this past year and he is beginning to get acquainted with the FHAW archives. This should become an important part of your association. There are a number of current events that are taking place with forest history in Wisconsin that should be documented in our archives. I encourage any of you who become aware of documents and photos of these events to make them known and help us determine how they may be preserved.

Our Forest History Traveling display was displayed at three events this past year. They were used at two Society of American Forester state meetings and at the Logging Congress in Madison. Jim Adamson,

Don Lambrecht, James Miller, John Saemann, Randall Rohe and myself manned the booth at the Logging Congress. The Board has looked at the problems of both manning and transporting that valuable display and are considering developing one or two more to be stationed at different regions of the state so that they may be more easily used. If you are interested in helping out with this effort you are encouraged to let us know.

Our first effort at publishing a book of forest history came to fruition this year and it is showing encouraging success. Our Randall Rohe authored the book titled *Ghosts of the Forests,* which your FHAW has published, and the sales are going quite well. Randy was nominated for a Wisconsin Historical Society Local History Award of Merit. I have been informed that Randy has been selected to receive that award November 2, 2002. You may pat yourself on the back for supporting the publishing of such an endeavor. I encourage you to find more of these types of projects.

Finally, you have seen my comments in the *Chips and Sawdust* encouraging you to find an active part in this association and help us to become an Association that has many people who do something to keep this organization growing stronger and increasing in its relevance. Many hands each consistently doing a little, can help FHAW achieve many successes in preserving Wisconsin forest history and helping people to understand the significance of the past.

I thank you for the support of this past year and now we will proceed with the business of this meeting.

Miles Benson,
President

Twenty-seventh Annual Meeting
Forest History Association of Wisconsin
Oconto, Wisconsin

Forest History Tour, Oconto Area
Friday, October 4, 2002

9:00 Welcome - Board Bus at Parking Lot - Southeast Corner of US Highwy 41 and Wisconsin Highway 22
9:30 Tour Sentinel Structures Corporation, Peshtigo - Manufacturers of laminated wood products, Maurice Rhude, owner, will guide us and tell of some of their historic projects
10:30 Tour Peshtigo Fire Museum - Bob Couvillion, local historian, will be our guide
11:00 History of Peshtigo Harbor - Randy Rohe will tell us about this "Ghost of the Wisconsin Forest"

12:00 Oconto County Park - Box Lunch

1:00 Tour historic Arndt sawmill site in Pensaukee - 10 miles south of Oconto - Richard Doeren will tell the story
2:00 Tour Beyer Home Museum in Oconto
3:30 Tour Historic Oconto by bus with guide
3:30 Visit the first Christian Science Church in the world built in 1886
4:30 Free to enjoy the Oconto area on your own—visit the Governor Schofield Mansion & Oakwood Restaurant, play golf, or visit the parks and marina

Forest History Meeting
Saturday, October 5, 2002

8:30 Registration - Oconto Elks Club Coffee, Juice & Rolls
9:00 Welcome - Miles Benson, President, FHAW
9:10 "A Brief Introduction to the Old Copper Complex of the Western Great Lakes: 4000-1000 BC" - Dr. Thomas Pleger
9:45 "The Pensaukee Sawmill 1826: The First to be Documented in Wisconsin" - Richard Doeren
10:15 Break
10:30 "The 1871 Peshtigo Fire – Wisconsin's Worst Natural Disaster" - Diane Nichols
11:15 "The Holt Family, Remembrance of Times Past" - Laurie DeWitt Davidson

12:00 Lunch

1:00 FHAW Distinguished Service Awards - Randy Rohe
1:15 History of Oconto
2:00 A Pictorial History of the Lumbering History of Oconto - Douglas DeWitt
2:45 Break
3:00 FHAW Annual Business Meeting
4:00 Annual Auction of Historical Forest artifacts, books and memorabilia

6:00 Dinner
7:00 Program - The Hard Life of a Lumberjack - William Kamke

Forest History Tour - 2002: The Oconto Area

Approximately 60 FHAW members met at 9 AM on Friday October 4th to board the bus for the 27th annual forest history tour. The tour included a number of stops in and around Oconto and a picnic lunch in the Oconto city park pavilion. The group first visited the Sentinel Structures Corporation in Peshtigo. Sentinel Structures owner, Maurice Rhude, led a tour of his facilities and explained the process of manufacturing laminated wood beams. In addition, members were able to observe the manufacturing process as they walked through the operating plant.



Maurice Rhude, owner of the Sentinel Structures Corporation discusses the laminated wood beam manufacturing process with FHAW members

The group was next met at the Peshtigo Fire Museum by local historian Bob Couvillion. Bob provided a brief introduction to the museum and the disastrous 1871 fire it commemorates. Tour goers were then able to tour the museum which not only tells the story of the fire, but also of the community's history in general. The bus next took the group to Peshtigo Harbor where FHAW Vice President and *Ghosts of the Forest* author Randall Rohe provided an interesting explanation of the development, use and eventual demise of the harbor as a lumber export point.





Monette Bebow-Reinhard, Dick Doeren, and Peter Stark (right hand picture) tour FHAW members (left hand picture) around the John Ardnt sawmill site in Pensaukee.

The first afternoon stop took members to the John Arndt sawmill site in Pensaukee. Monette Bebow-Reinhard, Dick Doeren, and Peter Stark explained their on-going archeological investigation of the first documented sawmill in Wisconsin.

The tour then returned to Beyer Home Museum in Oconto. Staff from the Oconto County Historical Society provided guided tours of the Beyer home. Built in 1868 by Cyrus Hart and purchased and remodeled by George and Fannie Page Beryer in 1878, the Beyer home has been restored to its 1890s state by the Oconto County Historical Society. Members also visited other buildings located on the site, including an urban barn and the "Old Main Street-Oconto" exhibit in the Gearge E. Hall Annex. The day was concluded with a driving tour of Oconto's West Main Street Historic District also provided by the Oconto Historical Society.

The FHAW applauds the tour planning committee of Carl Krog, Bob Brisson and Dick Doeren for an excellent tour. Special thanks to Maurice Rhude, Bob Couvillion, Monette Bebow-Reinhard, Peter Stark, and the staff of the Oconto County Historical Society for taking time to share aspects of their history with us.



Beyer Home Museum — Oconto, Wisconsin



FHAW members exit the exhibits of the George E. Hall Annex on the Beyer Home Museum grounds

Our Speakers



Dr. Thomas Pleger Appleton, Wisconsin—received a BS from UW-La Crosse. He earned a MA and the Ph.D. in Anthropology/Archaeology from UW-Madison. His research on the archeology of the Western Great Lakes has resulted in numerous publications in archeology journals. He received the 1999 UW-Fox Valley Teacher of the Year Award and the 2000 Rotary Cutting Edge Award. He also received the Lapham Research Medal from the Wisconsin Archaeological Society in 2001. He is currently an Assistant Professor of Anthropology/ Archaeology and Associate Campus Dean at UW-Fox Valley.



Monette Bebow-Reinhard Abrams, Wisconsin—earned her B.A. in history from UW-Green Bay, having begun her work on Pensaukee two years earlier. Discovering the importance of Arndt's site inspired her to seek out errors in historical documents wherever she can. She also writes fiction, scripts and has published short stories, articles, and an ebook at www.electricpublishing.com. She is a member of the Oconto, Fort Levenworth, and Wisconsin historical societies, the Western Writers of America and NAWW. She currently working on an environmental history of Pensaukee.



Diane Nichols Oconto, Wisconsin—received her BS from the UW-Madison and her MA from the UW-Green Bay. Diane's interest in forest history has a family connection in that both of her grandfathers worked in northern Wisconsin lumber camps. She served as photo and copy editor for ***From the McCauslin to Jabswitch: A History of Logging in Oconto County***. She is a member of the Forest History Association of Wisconsin and member and past President of the Oconto County Historical Society. She is currently employed as the Main Street Program Manager for Revitalize Gillett.



Laurie DeWitt Davidson Marinette, Wisconsin—is a member of the Board of Curators of the Wisconsin Historical Society. She served 10 years as president of the Marinette County Historical Society and has been involved in numerous historic preservation projects. She received her BA from Wagner College, New York City. Her co-presenter and nephew, Don DeWitt received his BS degree from UW-Oshkosh. As part of the Holt family lumber legacy they are interested in promoting forest history education, Don being particularly interested in lumber camp archeology.



Dr. Carl Krog Marinette, Wisconsin—Earned his BA and MA from the University of Chicago and his Ph.D. from UW-Madison. He has 34 years of teaching experience at both the high school and college level. During most of his career he taught history at the two year UW campus at Marinette. He retired in 1995. Throughout his career he has published numerous book reviews and articles, many focusing on Wisconsin forest history and two of which appeared in previous issues of this publication. He is a long-time and active member of the Forest History Association of Wisconsin and served on the planning committee for the 2002 annual meeting.

A Brief Introduction to the Old Copper Complex of the Western Great Lakes: 4000-1000 BC

By Thomas Pleger

The Old Copper complex represents the oldest metal working cultures in North America. Between 4000 and 1000 BC, Native American cultures of the western Great Lakes developed a sophisticated metal smithing technology that was used to hot and cold hammer tools and ornaments from nearly pure copper. This cultural complex also led to the development of a far-reaching trade system that connected cultures of the Great Lakes with areas as distant as the Plains and the Gulf Coast. It is also during this time that these cultures became more complex in terms of social organization. This article is a brief summary of the history of archaeological research focused on these early metal-using cultures in Wisconsin and the Upper Peninsula of Michigan.

Introduction and Cultural Background

As a Great Lakes archaeologist, I am often asked if I would like to work in far-away remote areas of the world where the archaeology is impressive and complicated. Many people are surprised when I tell them that the archaeology of Wisconsin and adjacent areas is as equally exciting. In fact, we have North America's oldest metal working cultural complex located right in our back yard. Today, archaeologists know that Native Americans began to use copper technology in this region as early as 4000 BC.

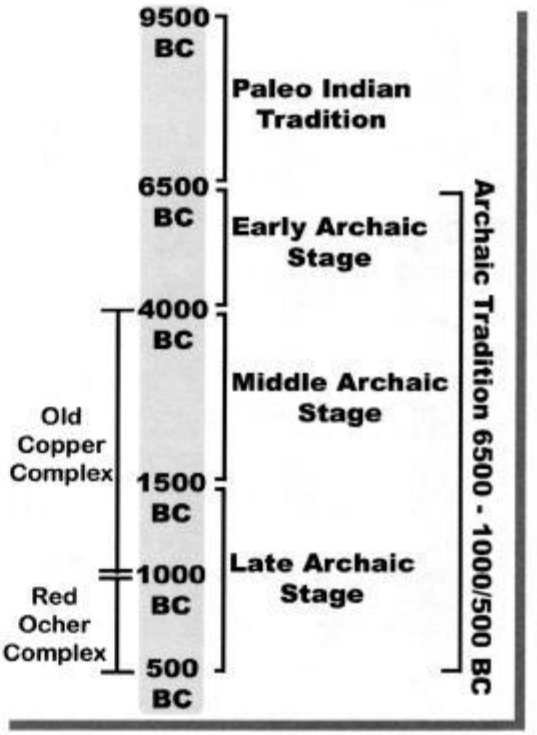
Native peoples entered what we now call Wisconsin approximately 11,500 years ago. These first occupants are referred to by archeologists as Paleo-Indians. They arrived at the end of the last Ice Age when northern Wisconsin and much of the Upper Peninsula of Michigan was still covered by continental glaciers. As these ice masses receded, Paleo-Indians explored new regions. They were nomadic hunter-gatherers. Paleo-Indian artifacts were made from flaked-stone, bone, and wood and probably fur and hide. There are few burial sites and no villages from the Paleo-Indian tradition (9500-6500 BC) in our region. Most sites are small-scale campsites or food processing sites. As the Ice Age ended, native peoples adapted to Holocene climatic conditions. Their subsistence patterns and technologies changed as new resources were discovered.

The succeeding cultures that immediately follow the Paleo-Indian tradition are collectively referred to by archaeologists as the Archaic tradition (6500-500 BC). It was during the Archaic tradition that native peoples first began to manufacture copper tools and ornaments. The Archaic tradition is divided into three stages. The Early Archaic stage (approximately 6500-4000 BC), the Middle Archaic stage (4000-1500 BC) and the Late Archaic stage (1500-1000/500 BC). The Old Copper complex developed during Middle Archaic times and persisted into the Late Archaic. Old Copper merges and ends with the

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Author's Note: I would like to thank Dr. Carl Krog and the membership of the Forest History Association of Wisconsin for inviting me to speak at their annual meeting. I also greatly appreciate Kurt Kortenhof's editorial assistance with the publication of this paper for a popular audience. Teresa E. Pleger and Janet Speth also provided suggestions for the final manuscript.

development of the Red Ocher complex (1000-500 BC) in the Late Archaic stage. Mound building and ceramic technology were developed by succeeding cultures of the Woodland and Mississippian traditions.



Discoveries and Preliminary Investigations

In the mid and late 1800s, Wisconsin's forests were logged over and many areas were opened up for Euro-American immigrant farmers. As farmers began to the till the soils of eastern and northern Wisconsin, they recovered prehistoric Native American artifacts in large numbers. In addition to stone, ceramic and bone artifacts, thousands of heavy copper tools were recovered in Wisconsin, Michigan, Minnesota and Ontario. These tools included spear points, knives, awls, harpoons, fishhooks, axes, chisels, celts, and needles. Additionally, copper ornaments have also been recovered from this region including beads, bangles, and bracelets.

At the same time, historians and archaeologists began to investigate the continent's prehistoric past. Research began to focus on questions concerning the authorship of the many mounds that dotted the landscape of eastern North America, including Wisconsin. A number of scholars at the time believed that the mounds were likely built by an unknown lost race that preceded the Indians. Some even speculated that these pre-Indian cultures may have been European in origin. It was believed that the Indians were incapable of such a high level of cultural development. Working from these ethnocentric myths, some historians reasoned that the many metal tools and ornaments found in the mounds and those found as surface finds in Wisconsin were evidence of prehistoric Old World and New World connections.

As archaeology developed as a scientific discipline and published more information, it became clear that the Indians were in fact not only responsible for the mounds but also that they were in North America since the last Ice Age. In Wisconsin, archaeologist Will C. McKern argued that many of the heavy copper tools found in our region pre-dated mound construction and the use of ceramics. He further argued that the culture responsible for the manufacturing of these tools was very ancient. He referred to the peoples who made these tools as the Old Copper culture.

Archaeologists also investigated the distribution of surface collected Old Copper artifacts. In 1951, Warren Wittry published a map of Wisconsin showing the known location of copper artifacts with provenience information from collections in the State Historical Society, Neville Public and Milwaukee Public Museums. This study demonstrated that there was a significant concentration of Old Copper artifacts along waterways, particularly in eastern Wisconsin. Wittry also studied the forms of Old Copper artifacts. He developed a taxonomic system for classifying the many tool types. It was also apparent that Old Copper artifacts were made from nearly pure copper and that they were made by hot

Photo by Thomas Pleger



Sample of Old Copper artifacts from various sites in Northeast Wisconsin. Lawrence University Department of Anthropology collections.

and cold hammering. Analyses of the copper tools suggested that Old Copper complex Indians were hunter-gatherer cultures that made a living by exploiting a wide variety of terrestrial game, migratory waterfowl, fish, and plants.

Although copper artifacts continued to be found as surface finds, it was not until 1945 that an Old Copper site containing sealed in archaeological deposits was discovered and professionally excavated.

Old Copper Cemeteries Discovered and Dated

In the 1940s, 1950s, and 1960s, a number of Old Copper-related cemeteries were professionally excavated in Wisconsin, the Upper Peninsula of Michigan, and on the Ottawa River in Quebec. These sites produced the first undisturbed archaeological evidence about these early peoples. The following is a summary of Old Copper cemeteries excavated in Wisconsin and the Upper Peninsula of Michigan.

The Osceola Site, Grant County, Wisconsin

In 1945, two fishermen discovered a number of artifacts and human remains eroding out of the bank of the Mississippi River near Potosi, Grant County, Wisconsin. Robert Ritzenthaler of the Milwaukee

Public Museum subsequently conducted excavations at the site to determine the cultural affiliation of the artifacts. The excavation revealed a massive burial pit containing human remains, copper tools, projectile points and some ornamentation along with a series of flaked stone artifacts. The grave was filled with bundle burials. Bundle burials are human remains that have been gathered after the flesh has been removed or has decomposed. The bones are then bundled together and placed in a pile in the ground. Although a portion of the site had been destroyed, it is estimated that as many as 500 individuals were at one time buried in this single grave pit. The grave artifacts appear to be offerings made to the entire group rather than to particular individuals.

The Osceola site is significant in that this was the first time archaeologists had recovered Old Copper materials in the ground in an isolated deposit. No ceramics were recovered in direct association with the burial pit and there was no indication of mound construction. It was clear that this site pre-dated Woodland mound building cultures and that the site was at least 2000 years old. Subsequent radiocarbon dates run on samples from the burial pit ranged from approximately 2200 to 1250 BC.

The Oconto Site, Oconto County, Wisconsin

In 1952, a 13 year old boy digging in an abandoned quarry outside of Oconto, Wisconsin, discovered human remains. Two local amateur archaeologists visited the site and recovered a series of copper, bone, stone and shell artifacts in direct association with human skeletal material. The Milwaukee Public Museum and State Historical Society were called to the site and the remaining burials were excavated. Approximately twenty burial features were identified during the professional and amateur excavations. Unlike the Osceola site, here the burials were either singly buried or buried in small groups in isolated graves. Burials modes included extended primary burial, bundle burial, flexed burial, and cremation. The remains of approximately 50 people were recovered but the excavators estimate that the cemetery may have contained as many as 200 prior to the quarrying activities. Grave artifacts included flaked stone tools (projectile points), bone and shell artifacts (marine shell and local freshwater shell), and a series of copper artifacts including knives, awls, a fishhook, projectile points, a spiral of copper, copper fragments and a bracelet. Of the bone artifacts, the most notable was a whistle or flute made from the wing bone of a Tundra swan. It was buried with a young child who was accompanied by an adult female.

An analysis of the associated artifacts by the author indicates that they were mostly tools and that all but the marine shell could be obtained locally in the western Great Lakes region. Additionally, the grave artifacts were distributed across the community and are not restricted by sex or age. I have interpreted the Oconto site as an early Old Copper cemetery. Based upon the patterns present in the distribution of the grave artifacts and the other types of artifacts, it appears that this society was relatively egalitarian and that there is an absence of high-status individuals. If this community had high-status leaders, one would predict a pattern of dramatic differential treatment of the dead whereby some would have significantly more wealth than others. It is also apparent that although the people from Oconto participated in long distance trade as evidenced by the presence of marine shell from the Gulf of Mexico, trade was minimal or sporadic.

The original radiocarbon dates from Oconto (one of approximately 5560 BC and a second of 3650

BC) were thought to be too old and a number of archaeologists rejected them arguing that the site should be younger. Another date was run in the 1970s on human bone; it indicated an age of approximately 2590 BC. Because of the controversy surrounding the age of the site, the author ran two new dates using the more precise accelerator mass spectrometer (AMS) radiocarbon technique. This process allows for the dating of much smaller organic materials than what could be previously dated using the original process. One of these new dates was run on a copper-preserved string fragment. This sample produced a date of approximately 4070 BC. A second date run by the author on a sample of charcoal yielded a date of approximately 3300 BC. I argue that the site must date to between 4000 and 3000 BC based upon the radiocarbon and geological evidence.

The Reigh Site, Winnebago County, Wisconsin

In the mid 1950s, burials were discovered at a quarry in Winnebago County, Wisconsin. Professional excavations were conducted by UW-Madison and a series of salvage excavations were undertaken by a number of avocational archaeologists. The UW-Madison excavations revealed 44 individuals. Additional salvage work revealed additional graves. Burial modes included extended, flexed, bundle and cremation. Red ocher (ground hematite) was also present in some of the burials. Burial pits often contained more than one individual and one individual was buried with a dog.

Grave artifacts included copper projectile points, knives, beads and necklaces, celts, axes, and a headdress. The headdress consisted of a series of copper feather-like strips. They were recovered adhering to the cranium of a male. Grave artifacts also included flaked stone points, antler points, bird bone and other bone artifacts, and a marine shell gorget. The gorget is made from marine shell that likely originated from the Gulf of Mexico. It is of a type that has been recovered in burials associated with the Glacial Kame cultural complex of the Ohio River Valley and adjacent areas.

The Reigh site has yielded a radiocarbon date of approximately 1700 BC. The archaeological evidence at Reigh suggests that some Old Copper societies had developed achieved status positions and that these people were engaged in long distance trade.

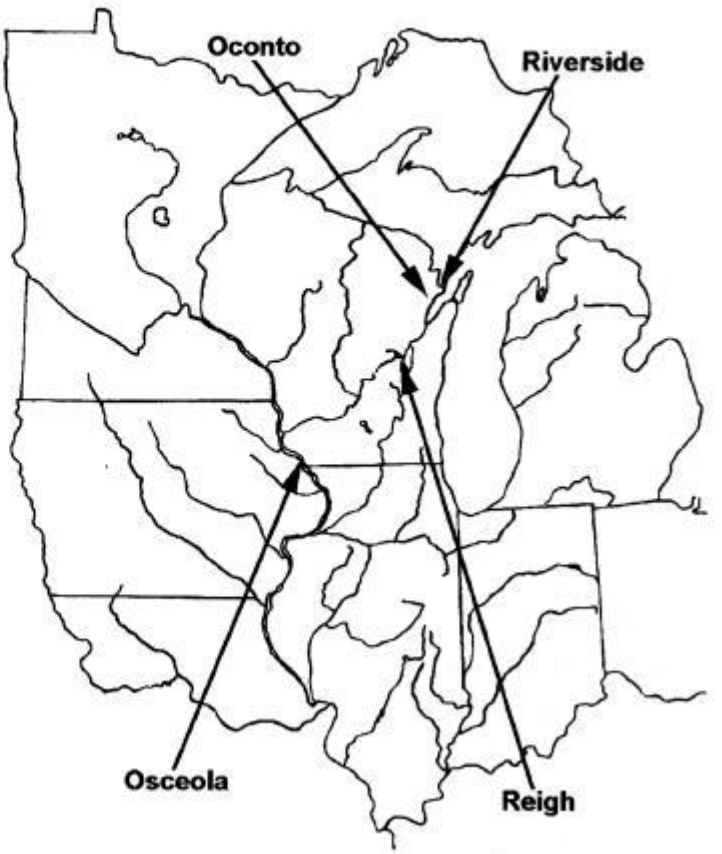
The Riverside Cemetery Site, Menominee County, Michigan

In the mid 1950s, the University of Michigan began excavations at the Riverside Cemetery in Memominee County, Michigan under the direction of Albert Spalding. Two seasons were spent at the site and archaeologists discovered a series of burials that were covered with red ocher powder. The two most notable consisted of a flexed burial of a male buried with a series of copper projectile points, a tool kit consisting of stone flaking tools including a piece of caribou antler, and two dog skulls. A radiocarbon date of approximately 1100 B.C. was obtained from this burial.

The other extremely significant find from the Michigan excavations was a cremated burial of a young woman and child along with a 1.46 kg obsidian block wrapped in over 200 copper beads and birch bark. The obsidian block was chemically traced to Wyoming. Since obsidian of this size had never been recovered in Archaic contexts before, many believed that it was from a later habitation at the site. In order to analyze this further, I ran two new radiocarbon dates from this feature using the new AMS technique. One date was run on a fragment of hide that connected the copper beads. It produced a date of approximately 550 BC. A second date was obtained from a bark fragment. It yielded a date of

approximately 850 BC. Clearly, the obsidian dates to the end of the Archaic and it represents very early long-distance trade with the Plains.

From 1961 to 1963, Robert J. Hruska of the Oshkosh Public Museum and in conjunction with the Milwaukee Public Museum, conducted extensive excavations at the site. His crews excavated approximately 80 features, many of which were Red Ocher burials. Hruska's work represents the most comprehensive excavation of a cemetery site of this age in our region. His excavations revealed more red ocher covered burials including cremations, flexed burials, primary burials, and probable bundle burials. In addition to recovering copper tools, he also recovered large caches of exotic flaked stone blades. Many of these were made from blue-gray chert from the Ohio River Valley. Other exotic materials were represented including Burlington Chert from Illinois and Iowa and marine shell in the form of beads from the Gulf of Mexico.



Map showing the location of major sites mentioned in the text

Many of the burial pits were lined with either logs and/or bark and many contained multiple burials. Hruska ran a series of radiocarbon dates from Riverside. The Red Ocher dates ranged from approximately 500 BC to AD 1. The presence of exotic chert blades and the prevalent use of red ocher indicated that the main component of this site was associated with the Late Archaic Red Ocher complex.

I reanalyzed all of the Riverside materials as part of my dissertation research at UW-Madison. I ran a series of ten new AMS radiocarbon dates on organic materials from the excavations. The new dates produced a range of approximately 1000 BC to 450 BC. This is an appropriate age for a Red Ocher complex cemetery.

Looking at all the collections, approximately 75 people were represented. Although copper tools were abundant (awls, knives, celts, and projectile points) approximately 55% of the copper was in the form of beads and jewelry. It was particularly intriguing to note that the majority of the grave artifacts were buried with young adult females or young children. This was a rather surprising observation. It is clear from the Riverside data, that by 1000 BC there was a shift from the manufacturing of copper tools towards the production of jewelry (particularly beads). Additionally, it appears that Red Ocher peoples expanded their trading abilities to include distant areas in the Ohio River Valley, the Plains and the Southeastern US.

It is also apparent that by Red Ocher times, significant social inequality was present. Some members of society clearly had differential access to exotic prestige items. Why the Riverside pattern indicates that significant wealth was buried with young adult women and children is difficult to interpret. I have suggested in print that this pattern may represent a system of arranged marriages whereby wealth was attached to potential brides. It is also possible that the pattern may represent the importance of reproduction in small hunter-gatherer societies. The lavish burials of women and children may simply reflect their importance in the continuity of the group through reproduction.

The Riverside Cemetery represents a Late Archaic society that has both elements of Old Copper and Red Ocher cultural practices. The information from this site gives us a glimpse at what life was like in the western Great Lakes as societies increased in complexity in terms of their social organization and their ability to trade and exchange materials, goods, and ideas with adjacent and far-away cultural systems.

Current Interpretations

Today, we know that the Old Copper complex spans a time of approximately 4000 to 1000 BC where it merges with the Red Ocher complex. Early in the cultural sequence, copper was used primarily to manufacture tools for subsistence related tasks. Copper artifacts were also traded to cultures outside of the region for materials such as marine shell from the Southeastern US and exotic flaked stone tools from the Ohio River Valley and the Plains.

Early Old Copper complex sites, such as Oconto (dating to 4000-3000 BC.), show evidence of a relatively egalitarian society. Analysis of the artifacts found with burials indicates that the vast majority of the artifacts were tools. Although there is evidence of trade for marine shell, most of the artifacts were probably produced from local materials. The Oconto site yielded a variety of copper, stone, bone, and shell artifacts. One of the most notable artifacts is a musical instrument or whistle made from the wing bone of a Tundra swan.

Later Old Copper complex burial sites such as Reigh, indicate that by 1500 to 1000 BC, there was a gradual increase in the manufacturing of copper jewelry and in the amount of trade in and out of the Great Lakes region. Many of these objects or grave goods can be interpreted as status markers. This pattern suggests that some members of this society had differential access to trade and valuable resources. By this time, a new burial ceremonial practice emerged—the extensive use of red ocher or ground hematite to cover the dead. The practice is clearly evident at the Riverside Cemetery. At Riverside, copper beads are more frequent and there is evidence of complex long distance trade for exotic high-status artifacts. The value of copper as a trade item likely increased during this time, this may be the reason why there was a gradual decline in the production of tools.

By 1000 BC, copper tool production was in decline. This decline is what defines the terminus of the Old Copper complex. Although some copper tools continued to be made by later cultures, many of the large socketed projectile points are not found in later periods.

Although archaeologists have excavated a number of Old Copper and Red Ocher cemeteries, few habitation sites have been discovered. Currently, my own research is focused on learning more about Old Copper and Red Ocher societies. There remain many unanswered questions about these first metal working native cultures of the western Great Lakes.

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The 1826 Pensaukee Sawmill: The First to be Documented in Wisconsin

By Monette Bebow-Reinhard



Pensaukee Harbor Today (note the horizon - the bay of Green Bay)

Only 25 miles north of Green Bay is a little-known historic spot called Pensaukee. This is an oddly-shaped township, which includes Brookside and Oak Orchard, and the town proper on the bay, is the site of the earliest legally recognized sawmill in the entire state of Wisconsin. But whenever a history resource mentions this early sawmill built by J.P. Arndt of Green Bay, it refers to the site as "somewhere north of Green Bay" or "near Green Bay." The existence of this sawmill is verified by a lease on record between Arndt and the Menominee Indians to timber the great pines standing alongside this little river that runs into a great opening in the bay. But some sources have even used this lease to incorrectly locate the sawmill.

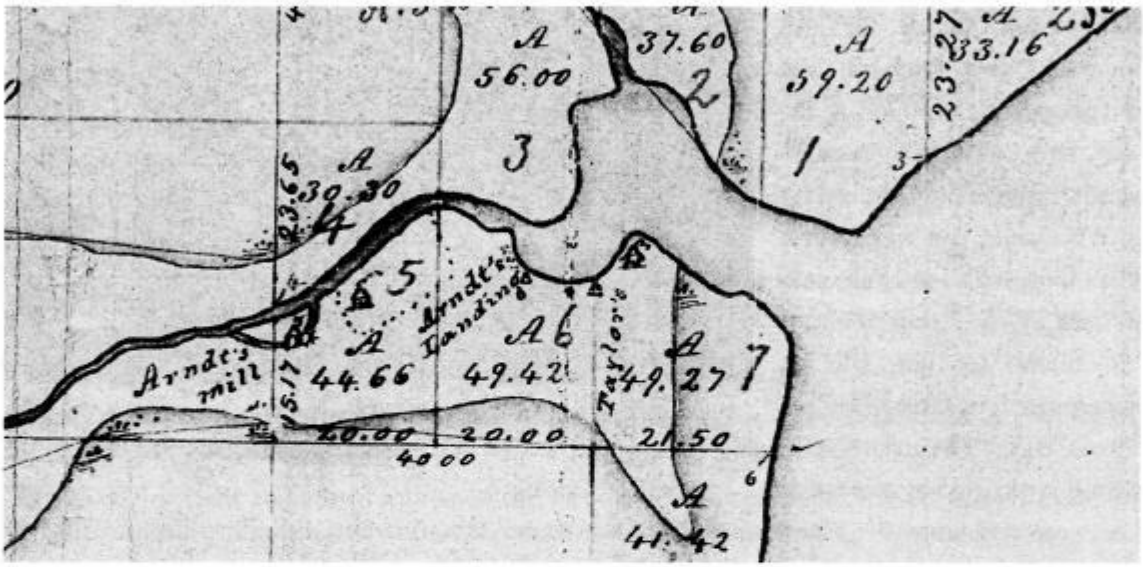
That 1826 lease indicates Pensaukee as the place:

> *Whereas our Great Father, the President of the United States, has for the benefit of his red children of the Menominee Nation directed that a Grist and Saw Mill be erected in our neighborhood and has given permission to John P. Arndt to do the same, upon conditions hereinafter mentioned and of which we highly approve, now therefore, know all men by these present that we Oshkosh, alias "The Claw," Ok-ko-me-chun, alias "Great Wave," Sthai-ke-tok, alias "Scare All," Chief of the Menominee Nation of Indians, residing in the vicinity of Green Bay, Territory of Michigan, in order to facilitate the object of erecting a Grist and Saw Mill, as aforesaid, do give permission to the said John P. Arndt, his heirs, and assigns to erect, occupy and improve said Grist and Saw Mills, and to cut and use any timber necessary either for building or sawing into lumber upon and adjacent to a creek or stream of water called Paissacue, situated about twenty miles from Fort Howard and on the west side of Green Bay.*

Paissacue has been variably interpreted as meaning different things, but the most reliable is "Wild Goose River," and it is also easy to see the evolution from this spelling to Pensaukee. Note the location is identified as "20 miles from Fort Howard and on the west side of Green Bay." That would put it north

of Green Bay because there is no bay south of Green Bay, and 20 miles places it, give or take a couple miles, at the Pensaukee location.

An 1839 surveyor's map also provides additional evidence that the Arndt mill was located at Pensaukee. At that time Arndt's sawmill and landing are clearly documented. Granted, this is over ten years after the lease was signed. But all territory north of Green Bay was considered wild lands until at least the middle 1840s, after the surveys were finished and land parceled out to sell. This survey map shows an established settlement, including Arndt's mill, landing, and two dwellings carved out of this wilderness.



Surveyor's Map of 1839

May Eastman Lamb, Arndt's granddaughter, provided a plausable explanation of why historians have not identified Pensaukee as the location for Arndt's early sawmill. In her notes entitled "The Arndt's Stout Roof-Tree," she stated, "the first sawmill in the territory was by him erected near Pensaukee." She reminds us that when Arndt built his first sawmill, Pensaukee did not exist.

More confusion arises from the way people in those early settlement days relayed directions. For example, old records place Grand Chute (Appleton) 'above' Green Bay. Similarly, Ebenezer Childs, who was Arndt's partner in this sawmill, said in his recollections that the sawmill was "below" Green Bay:

> *In 1827 I got permission, in connection with Judge Arndt, from the Secretary of War, to build a sawmill on the Indian lands, provided the principal Menomonee chiefs would give their consent. This was granted, and we agreed to give them three barrels of flour per annum for the privilege. We commenced the erection of a mill twenty-six miles below Fort Howard, on the west side of the Bay. I made a contract with a man to put up the mill and erect a dam.*

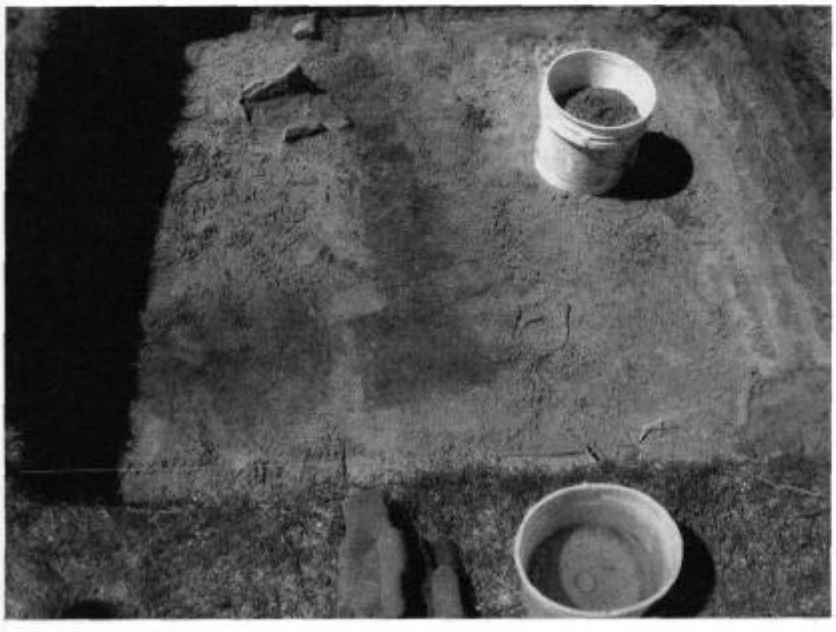
If one is not alert to these peculiarities, one would be tempted to say that the sawmill was 'south of

Fort Howard, when instead, it was north.

In the process of researching the history of Pensaukee, my partner Dick Doeren and I took a walk along the river bank in 2000 to see if we could pinpoint the location of the Arndt sawmill. The mill was reportedly a mile or so upriver from the bay. Doeren felt he knew the approximate location, as he grew up in a house that turned out to be on the site of the sawmill. We found several timber beams that have embedded into the river bottom so that only one side can be seen.



Excavation begins at the site with Speth, Stark, Altergott and others



Stone timber bracing and burnt feature of wall

In 2001 we gained the interest of Peter Stark, local amateur archaeologist and he contacted the regional archaeologist, Janet Speth, who felt that we did indeed have enough to begin excavating the site. With the addition of a local boating expert, Ellis Mercier, our team began work to uncover Arndt's Pensaukee Sawmill. Our archaeological evidence shows a definite old structure underground on a site just down river from these beams, which we believe may well mark the spot of the dam.

The waterwheel of the sawmill would sit in the mill race (see surveyor's map), and at this approximate location we discovered structure features. According to Stark, using coordinates from the 1839/1840 U.S. government survey map, surveyors from Oconto County have relocated the points given for Arndt's mill and mill house. Archeological test excavations at the location given for the mill have verified the now buried remains of a structure along with artifacts that date to the first half of the 19th century. Artifacts

include fluted clay pipe fragments, an artillery corp button, quantities of square nails, a hand wrought spike, other metal fragments, and tools. The presence of some household items such as ceramics and crockery suggest that mill workers lived in a part of the structure.

But why the Pensaukee River, why Arndt, and why so early? There are a number of reasons. J.P. Arndt was already a mature businessman when he moved to Green Bay in 1824, with knowledge of boat-building and business sense. When he arrived, he noted that the military controlled the Fox River, and that all shipping was by canoes and bateaux. Neither would serve his purpose, which was becoming involved in the lead shipping from Galena, a growing business in the early 1820s.

As a result of his aspirations, Arndt wanted to build Durham boats, a style he'd already built back in Pennsylvania. He needed the pine, oak and ash found alongside the Pensaukee. This river already had a wide mouth, perfect for a harbor, and on exploration a mile upstream, he found exactly the right kind of layout for a sawmill. Arndt opened up the Fox River to commercial traffic by allowing the military to arrest him and then successfully sued to stop military control. He built his first Durham in 1825, and soon the Durham was used almost exclusively until the advent of the steamship. Arndt also built the first schooner this side of the Great Lakes in 1834.

We believe that Arndt had not only the earliest documented sawmill on record, but that he also had the longest commercially sustained sawmill west of the Great Lakes in Michigan Territory. For purpose of this article, however, we are focusing on the document, proof that Arndt's sawmill was legal, at a time when many others were not. There were earlier sawmills. Jacob Frank had his in 1809 under British and French occupation, and his uncle, John Lawe, continued to operate it when the Americans allowed these early French settlers to retain their holdings without treatying with the Indians. No document except a Canadian bill of sale for the land has been found on this sawmill, and it is doubtful this sawmill was very active after 1825. All other early sawmills uncovered in this research have been either illegal, undocumented, or lasted just a season. Arndt got the lease executed, hired Oneida workers, and formed a small settlement. Arndt knew what he was doing.

J.P. Arndt may have had an early connection in the area to the emigrating Oneidas, and thus to Menominees, in order to get their agreement to the timbering rights. Eleazer Williams, the Mohawk missionary responsible for bringing the first wave of Oneidas to Menominee land, was acquainted with Arndt. According to Williams's journal, dated October 10th, 1824, "Sunday at noon left Mackina in a schooner of Superior, Capt. Fleeharty, for Green Bay. Capt. Arndt's family on board." It was on this same trip that James Doty had a load of lumber shipped over from back east. This lumber was lost on this trip in a severe storm - just another of the many reasons Arndt realized the value of the huge trees he saw in the wilds north of Green Bay.

But Arndt's sawmill lease in 1826 did not contain any Oneida signatures. Perhaps the Oneidas were not at the time considered by the Menominees as 'co-owners' of the land. The Menominees only agreed to share their land with the Oneidas in the early 1820s. They didn't realize, when they made that agreement, that it was a first fateful step toward eventual reservation life. And there has been no proof found that the Oneidas ever lived in the Pensaukee area, except for a few who worked for Arndt. Arndt had other sawmill arrangements with Oneidas, so the meager proof we uncovered of early Oneidas working in Pensaukee does make sense.

Once Arndt secured Menominee permission on the Paissacue, he contracted with Daniel Hubbard to build the sawmill and operate it for the first 10 years. After ten years it was worn out, rebuilt and taken over by Isaiah Powell, who left Oconto to manage the mill for Arndt. Arndt then sold it to his son, who later sold it to F.B. Gardner. Gardner turned Pensaukee into a lumbering town with the "potential for great things."

No other sawmill that this research has uncovered can provide a document like Arndt's, that of being properly executed by both an Indian tribe and the U.S. War Department. This sawmill was simply the first documented with a lease that stood the approval of the federal government, was the earliest sustained and commercial water powered sawmill in the then Michigan Territory west of Lake Michigan. Arndt also opened up the Fox River to commercial traffic, removing effectively the military control of the river. He built the first boats in the western Great Lakes that could haul enough lumber for the commercial market, and his sawmill spurred the commercial industry in the Midwest that helped build the cities of Green Bay, Milwaukee, and Chicago, among others.

Because of what we have discovered since we began this investigation in 2000, the Arndt Sawmill Discovery Team has decided to apply for National Recognition for the Arndt Sawmill Site in Pensaukee. We believe it's about time that Pensaukee - and Arndt - receive the recognition due them.

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The 1871 Peshtigo Fire: Wisconsin's Worst Natural Disaster

By Diane Nichols

One must begin any story about the Peshtigo Fire by telling first of the circumstances that surrounded that day. The preceding winter of 1870/71 had been nearly snowless in northeast Wisconsin. Spring rains were predicted; none came. The summer went by with only one shower. By mid-September, there were fires everywhere every day. Even though the chances of a large runaway fire were very great, people were very careless with fire back then. Farmers continued to clear fields by cutting the trees and underbrush – and burning them. The railroad was being extended from Fort Howard in Green Bay to Menominee, Michigan that year as well; the right of way was cleared in the same way the farmers cleared their land. Many fires all over northeast Wisconsin created many days filled with smoke; at times the children were sent home from school. Out on the bay, ships had to sail under the same conditions as when it was foggy. At night, the horizons glowed with far-off fires.

Some people felt a large fire was inevitable and left the area. Others prepared by filling bags and trunks with valuables and burying them in their yard or putting them down dried up wells. In the meantime, new laborers were arriving daily in the lumber town of Peshtigo to work in its mills and in the pine woods surrounding it. The city contained about 1700 inhabitants that fall; many worked for the Peshtigo Lumber Company and many more for the Peshtigo Woodenware factory, a five story building which was one of the largest of its kind in the world.

On Sunday morn, September 28th, around eleven, a fire started in the mill's sawdust pile. Everyone turned out to fight it with barrels of water hauled from the nearby Peshtigo River. At sundown, the wind

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Author's Note: I have lived all my life in northeast Wisconsin and have also heard of the Peshtigo Fire for many years without ever knowing exactly what this tragedy meant to the area and its people. As I became part of the Oconto County Historical Society in the 1990s, however, I had a chance as president to access its archives. One day I came across a folder on the Peshtigo Fire. In it were many clippings and a small book by Frank Tilton on the fire. I checked out the book and began reading it one evening; I couldn't stop until I had finished its haunting topic of the many stories written by survivors of this event. This book piqued my interest in all things related the fire; I read everything I could find that had been written about it. As I read, I also formed an idea of creating a dramatic piece which would help others understand what had happened in the days before, during, and after the Peshtigo Fire. Eventually, I read a newspaper article in which an elderly woman survivor was interviewed; she gave many personal details about her life before that fateful day. I then decided to create a monologue as this person, Amanda Stuart. It took about six months to write a forty minutes piece which has been presented over fifty times for many groups and schools in northeast Wisconsin. I also presented the Amanda Stuart monologue at the Forest History Association's 2002 Annual Meeting.



Diane Nichols portrays Amanda Stuart at the FHAW 2002 Annual Meeting



"Bird's Eye View" of Peshtigo Wisconsin—September 1871

died, and with it the fire. No buildings or lives were lost, and many thought that the big fire everyone had expected had happened. Soon the fall rains and winter snows would come and the threat of fire would disappear. However, those who went out of town and through the woods returned with harrowing tales of riding through smoke and flames for several minutes before coming out safe on the other side. Now the fires burned into the peat underground so that people would see large trees suddenly burst into flame and fall over. When they looked down where the roots should have been, they saw instead just a large burned out hole.

Sunday October 7, 1871 began with the sun rising as red as a peach through the smoky sky. By noon the sun had disappeared, replaced by a ghostly, ghastly yellowish light from who knew where. There was a light wind during the afternoon that died down at dusk, but every once in a while, a whiff of red-hot air came by that nearly took away a person's breath. As evening came on, many saw what looked like snow falling from the sky. Upon closer inspection, however, it turned out to be ashes which fell on sawdust-covered streets, wood sidewalks, and new wood homes.

About nine that night people heard what they thought at first was thunder. Later some described it as the sound of many locomotives coming closer and closer. What they heard was the sound of a firestorm – a fire so large it had created its own weather system with high winds and balls of fire falling out of the sky a mile ahead of the main source of flames. Within about three minutes someone estimated that all of the city was burning. People began running in all directions as the winds blew sand, cinders, smoke, and flames all about. Many attempted to cross the one bridge on the river, but it was wood, overcrowded, and soon afire. It fell into the water carrying many with it.

Many then gathered on the banks of the river. Father Pernin, the Catholic priest, remarked later that all were strangely quiet, as though struck dumb by the terror surrounding them. Finally he grabbed

several people and pulled them in with him as he jumped into the river. Most followed suit.

But being in the water was not as safe as it had originally looked. Embers fell out of the sky, burning people's hair, beards, and clothes. Flaming lumber and logs floated down stream as the water grew warmer and warmer. Soon the river was filled with people as well as animals, all trying to find some sanctuary from the terrible fire which raged overhead and on the banks nearby. At one point there was a loud explosion and people saw what looked like fireworks soaring overhead; the woodenware factory had exploded and sent its inventory blazing through the skies.

In about an hour, the fire began to die down. Sometime in the early morning, some of the survivors began to climb out on the banks which had cooled. They soon found the October air to be chilling but were warmed by the burning coal pile near the blacksmith's shop. Others stayed in the river until dawn. As the morning light broadened, people called out for loved ones from whom they had become separated. Many calls went unanswered. As people came up out of the water, they began to suffer from chills and convulsions. Then one person discovered that if he laid his clothes on a hot piece of metal, the cloth dried in a few minutes. Soon everyone did the same.

The city's residents then began to look for their homes, their streets, and the big tall pines that had surrounded the city only to discover that everything had burned. The only structure left standing was a partially built new house on Beebe Street; now the morning after only the floor boards and one wall stood. As people saw that the entire town had been destroyed, they began talking of going for help – probably to Marinette. One man offered to walk the six miles northeast and set out.



Amanda Stuart—fire survivor and the focus of the author's Peshtigo Fire monologue.

As people walked through the ashes of the city, they found the remains of those who had not made it to safety: the bodies of men, women, and children; the carcasses of horses, oxen, cows, and dogs. The woodenware factory supposedly was fireproof. The morning after its stone walls were crumbled and falling in. A train had been loaded with green lumber near the lumber mill. Now only the locomotive wheels were visible – melted to the rails.

There were incredible stories of survival, some bordering on the miraculous, as well as strange tales of how the fire burned. People climbed into wells; some survived, many more suffocated as the firestorm pulled the oxygen away from them. Some got into troughs of water; they often were boiled. Many of those who survived away from the river were able to wet down blankets and quilts which they pulled around them as they laid or knelt in plowed fields. The fire spread with amazing speed. One farmer put his family into a wagon and headed toward town. At one point, a tree fell on one of the horses; the man went to help up the remaining animal. When he returned to the wagon, his entire family had died.

On that Monday afternoon after the fire, it began to rain and then snow. The men pulled lumber and logs out of the river to build primitive lean-tos against the weather. Later that day a group arrived from Marinette and Menominee with food and clothes and took back those who were the most badly burned. Captain Thomas Hawley was in the Marinette harbor that day with his ship; he was sent to Green Bay with news of the disaster since all telegraph lines had burned earlier in September. Telegrams were sent to the governor and the mayors of Milwaukee, Fond du Lac, and Oshkosh. The governor was recalled from Chicago where he had gone to see the remains of their fire which had happened on the same day and took about two hundred lives.

The rescue efforts began in earnest. Green Bay was the hub for relief. At first food and clothing came by the car load and then by the train load. Help came from all around the world as people sent money and all sorts of goods to help the survivors make it through the winter.

No one knows exactly how many died in the fire. One thousand one hundred and fifty-two bodies were buried but many disappeared without a trace. In the years after, human and animal skeletons were often found in the woods, additional victims of this tragedy. The fire burned over 1.2 million acres of forest land – and probably led to the establishment of agriculture as the new use for the land that had thus been cleared. There was a three million dollar loss of property just on the west shores of Green Bay. The Door County area suffered severe fires as well, as did many other parts of northeast Wisconsin. One hundred and seventy-five children were orphaned.

These are the facts regarding this terrible disaster, but one must read survivor accounts to truly begin to understand what an agonizing night it was. From the accounts of a young woman disappearing in an instant before an old lumberjack's eyes, to the story a woman told of crouching in a plowed field, covered with a wet blanket, but hearing a nearby person's skin burning, to the story someone told of seeing a large Newfoundland dog grab the scruff of the neck of his small friend, a rat terrier, and paddle the two of them to safety out in the mill pond – these are the tales that make this night come alive.

To this day in terms of loss of life and property, the Peshtigo Fire stands out as one of the most devastating natural disasters to strike anywhere in the country. No one knows exactly how it started or where, only that Peshtigo suffered the most severe devastation.

May it never be repeated.

Bibliographical Essay

The best resources about the fire are those which contain first person accounts of the ordeal. Highly recommended is the ninety-eight page *The Great Fires in Wisconsin* as published by Frank Tilton in 1871, reprinted as a Green Bay Historical Bulletin, Vol. VII, January – June 1931, Numbers 1 and 2. [The inside title page reads: "Sketch of the Great Fires in Wisconsin at Peshtigo, the Sugar Bush, Menekaunee, Williamsonville, and generally on the shores of Green Bay; with thrilling and truthful incidents by eye witnesses; also a statement of relief funds contributed; by Frank Tilton; Green Bay: Robinson & Kustermann, Publishers, 1871."] Also recommended is the recent reprint by the State Historical Society of Wisconsin of *The Great Peshtigo Fire: An Eyewitness Account*, Second Edition by Rev. Peter Pernin [the Catholic priest at Peshtigo and Marinette at the time]. Out of print but still available at many area libraries – and for sale on the web – is *Fire at Peshtigo* by Robert W. Wells, published by Wisconsin Tales and Trails, in 1968. *The Burning Bush* by Alice Judy Behrend and published by the Peshtigo Times in 1988, contains survivor tales from the Sugar Bush area. Finally, a recent book by William Lutz and Denise Gess, *Firestorm at Peshtigo: A Town, Its People, and the Deadliest Fire in American History* published in 2002 provides an intriguing re-investigation of the event.

The Holt Family - Remembrance of Times Past

By Laurie DeWitt Davidson

The Holt Lumber Company was in business from 1847 to 1938 – 91 years during which the active management of the company was under the direction of the founder, Devillo R. Holt, and his sons. The sawmill in Oconto was closed on November 15, 1938 when W.A. Holt, Devillo R. Holt's son, personally blew the whistle at 3:50 p.m.

Devillo Holt was a native of Watertown, New York and came to the Middle West, as a very young man, in the employ of the American Fur Company on Mackinac Island. In 1847 he went to Chicago and established a wholesale and retail lumberyard near the Randolph Street Bridge on the Chicago River. About 1854, he became associated with Richard Mason and began involvement in the operations of Holt and Mason on Little Bay de Noquet at Masonville, Michigan. The company shipped its product to Holt's Chicago yard by lake boat, the shipping method used by all lumber companies in this area at that time.

It is interesting to note that Isaac Stephenson, later to become one of the most important lumbermen of this area, had just come west and his first job in the area was as superintendent of logging for Holt and Mason. Mr. Stephenson would have been contemporary in age to D. R. Holt. William Arthur Holt knew Stephenson from childhood. Stephenson became a lifelong mentor and role model for Arthur who called him "Uncle Ike." Sometime in 1857 the firm of Holt and Mason was dissolved and D. R. Holt took over the shipping vessels and maintained ownership of the Chicago yard as well.

A convergence of interests occurred in the late fifties in the Chicago area. A number of very prominent businessmen and business leaders of the time, including Devillo R. Holt, William Ogden, Cyrus McCormick, Grant Goodrich, Walter Newberry, Solomon Smith, and others decided to found a bank in order to stabilize the credit situation in Chicago with Eastern and foreign investors. To that end, they founded the Merchants Loan and Trust, which later became the Illinois Merchants Bank. D. R. Holt became the first cashier of the bank and served in that position from 1857 to 1862.

In 1862, D.R. Holt left the bank and in addition to his other lumber interests, bought the sawmill in Oconto, Wisconsin in partnership with Uri Balcom. The mill had been built in 1856 by the Norton Lumber Company, of which George Farnsworth, Sr. was superintendent. The company name was Holt and Balcom until 1888 when D.R. Holt bought out Mr. Balcom and incorporated the business as the Holt Lumber Company. The headquarters of the Holt Lumber Company remained in Chicago, with various operations in the north ongoing – not only in Oconto and Marinette Counties and the Upper Peninsula of Michigan, but Bruce's Crossing, Duluth, and other Midwest "lumber hot spots."

D.R. Holt's marriage took place in Chicago in approximately 1850, to Ellen Maria Hubbard. She was the sister of Mary Ann Hubbard, later Mrs. Gordon Saltonstall Hubbard, of "Hubbard's

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Author's Note: The following is a condensation of excerpts from an article in the *AMERICAN LUMBERMAN*, a bi-weekly lumber industry publication, dated December 17, 1938.

Trail" fame and an early settler of Chicago. This was considered a very suitable marriage for D.R. since both the Hubbards and Saltonstalls were prominent Eastern families.

D.R. and his bride established their first residence on Washington Street, between Wells and LaSalle, a section long since included in the Chicago Loop district. Later they moved to their permanent home in Lake Forest at 570 North Sheridan Road, called "The Homestead" by the family.

D.R. Holt had nine children, two of whom died in infancy. Each of the seven remaining children were people who made a substantial contribution to the lives of others and were very successful in their own right. They were Leila, George H., Charles S., Anna, Alfred L., William Arthur, and Ellen. Three of his sons played prominent roles in the Holt Lumber Company, and a grandson, Donald Rumsey Holt, son of William Arthur Holt, was brought into the company immediately after his graduation from Williams College. He was serving as vice president and treasurer at the close of the company operations

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Laurie DeWitt Davidson, Don DeWitt and Douglas DeWitt Provide FHAW Members with Holt Family History at the Annual Meeting

Laurie DeWitt Davidson's Holt family presentation was supplemented by two family members. Don DeWitt, Laurie's nephew, discussed the logging operations of the Holt Lumber company in fascinating detail. His presentation included a map displaying logging operations and logging rail line routes. Additionally, Douglas DeWitt, Laurie's brother and Don's father, shared historic video footage of the Holt lumbering activities with a captivated FHAW audience.



Douglas DeWitt (left), Laurie DeWitt Davidson (center) and Don DeWitt (right) pose for a picture in front of a Holt Lumber Company truck at the FHAW Annual Meeting. October 5, 2002.

in 1938.

On the death of D.R. Holt in 1899, George H. Holt became president of the Holt Lumber Company and William Arthur became vice president. George had gone to work for Holt and Balcom in 1870, immediately after his graduation from Lake Forest Academy. He worked first in Chicago and later in Oconto.

George had a varied and colorful background at the time he took over as president. When he was 22, he and his brother, Charles, took a trip around the world – a very novel undertaking in the 1870s. Upon his return, he went to Colorado to engage in mining and was the manager of the Little Chief Mine at Leadville in the boom days. Later he moved to Crested Butte, Colorado, where he was engaged in coal and silver mining. He also operated a large general store and owned a sawmill. When his brother Alfred became ill in 1886, George went with Alfred to San Diego, California and for the next two years spent most of his time operating a raisin vineyard.

In 1888, when the Holt Lumber Company was incorporated, George was made a vice president and held that position until he was elected president in 1899 after the death of his father. He served as president until 1922 when he sold his interest to his brother, W.A. Holt.

George found time to remain active in other businesses while president of Holt Lumber. He started the American Lumber Company in 1900 and established a jobbing business in Duluth and later in the South. In 1912 he bought a large tract of white pine in Canada and carried on a substantial business there. After that was logged-off and concluded he started the Holt Electric Company of Jacksonville, Florida and did a large business in electrical supplies in Tampa, Miami, and Jacksonville. He also owned and operated the Manhattan Building, a large office building in Chicago and the Policy Holder's Union, an insurance organization. He was a recognized authority on insurance matters and remained active in Florida business until his death in 1924 at 72 years old.

W.A. Holt was born in 1865 and was also educated at Lake Forest Academy and entered the lumber business in 1882 at the age of 17 when the firm name was Holt and Balcom. This he did against the advice of his father, who told him that at the rate trees were being cut, the Wisconsin and Michigan forests would be exhausted in ten years. "You will just about learn this business," said D.R., "when it will disappear."

Notwithstanding, W.A. Holt decided to cast his lot with the lumber business and during the first six years he divided his time between the Chicago and Oconto offices and the woods north of Oconto. He worked with the "deans" of northern white pine logging – Isaac Stephenson, A.G. Van Schaick, A.A. Carpenter, Jesse Spalding, Nelson Ludington, George Farnsworth, James C. Brooks, and Daniel Wells. He credited discussions between these men and his father as the basis of his wealth of first hand knowledge about the whole industry, from financing, logging, sawing, marketing, and transportation.

In 1888 W.A. Holt took active charge of the business in Oconto at age 23. In 1895 he married Miss Lucy Rumsey, daughter of Captain Israel Parsons Rumsey, a prominent Chicago businessman and Chairman of the Chicago Board of Trade. That was just one year after Wisconsin's all-time record cut of more than 4,000,000,000 feet of pine in one year. W.A. comforted his new wife upon her arrival in Oconto and told her not to worry – that in less than ten years, the country would be logged-out and they would move back to Chicago.

Of course, they never moved back. Oconto became their home. Their children were born and raised there until being sent off to school, and there are a number of descendents who live in and around Oconto to this day. Lucy and W.A. became actively involved in the community, particularly in the Presbyterian Church where W.A. served as Sunday school superintendent for over 20 years. Each summer they moved to their summer home, Island Lodge, on Archibald Lake with their family and friends. Although they visited their families in Chicago often, they were focused on life in Oconto and lived there happily until their deaths in 1938 (Lucy) and 1957 (W.A.).

Quoting directly from the conclusion of the piece in the December 17, 1938 *American Lumberman*,

> *The Holt lumber dynasty beginning with D.R. Holt, and including his sons, George, Charles, and William Arthur, and his grandson, Donald, has established the name as one which cannot be omitted in considering important contributors to the saga of northland logging. The name of Holt will always be a monument and a milestone in the development of the Middle West in the history of basic American industry. The tranquility of their retirement from the lumber scene can be likened to the passing of a noble figure in a great era, going to rest with infinite satisfaction of work well done, leaving an inspiring heritage to those who remain and those who will follow.*

The Development of a Transportation Network on the West Shore of Green Bay

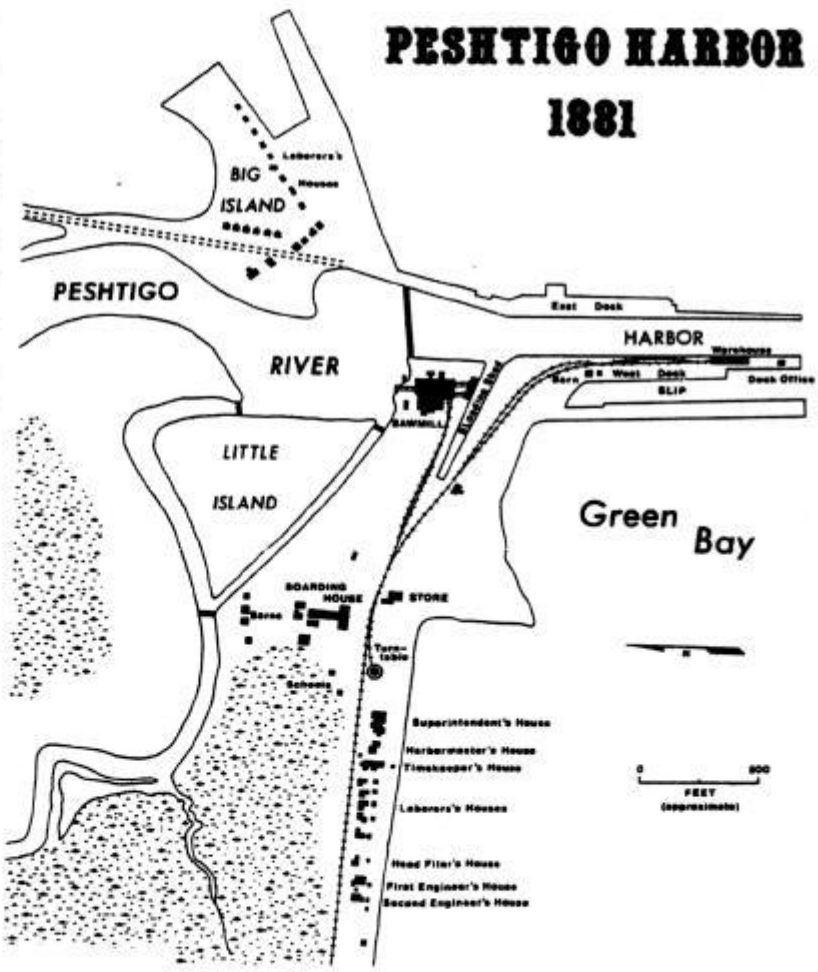
By Carl Krog

Harbors at the mouths of rivers, ships and trains carrying bulk freight, and paved highways are part of the landscape we take for granted today. These transportation networks, which began during the lumbering era, developed gradually over time.

Water

The change from moving goods carried by a Great Lakes transportation system based on wind, water, and wood to one based on coal, iron, and rail took place gradually after the Civil War In 1860, approximately 80% of the total number of ships on the Great Lakes were made up of schooners, barks, brigs, brigantines, and sloops. Their cargoes consisted primarily of bulky freight such as lumber, coal, salt, wheat, corn, iron ore, and stone. In 1868, there were 1,855 sailing vessels in use, that number declined to 1,710 in 1873. During the rest of the nineteenth century; the number of sailing ships continued to decline on the Great Lakes with the notable exception of Lake Michigan where schooners continued to be used for the shipment of lumber.

The lumber industry in the sawmill towns of Oconto, Peshtigo, and Marinette-Menominee continued its dependence upon water transportation during the 1870s and 1880s even though the Northwestern Railroad connected Green Bay with the Lake Superior city of Marquette after 1872. Passengers, however, now used the faster railroad to reach their destinations instead of steamships - with the notable exception of passengers traveling



Peshtigo Harbor, 1881.
Source: Peshtigo Co. papers; Identifications by R. Rohe

Marinette County Historical Society

to and from the villages across the bay in Door County. During the 1870s, nine-tenths of all the lumber produced in Wisconsin was shipped to market via either the Mississippi River or Lake Michigan. Schooners continued to charge high rates. In 1872, the year the Northwestern Railroad completed its route on Green Bay's west shore, schooner owners were charging $6.00 per thousand board feet to carry lumber to Chicago. Seeking an alternative, the Peshtigo Company began shipping lumber to Chicago in barges in 1871. Two years later, four lumber companies on the Menominee River organized the Marinette Barge Company, a cooperative venture. The new organization had a total of fifteen barges, and all were utilized during the shipping season. While five barges were loaded at Marinette, five were unloaded in Chicago, and five were in transit. The Marinette Barge Company, the creation of Marittette lumberman Isaac Stephenson, was based on the discovery of a Buffalo lumber merchant who began using old schooners, after their masts were taken down as barges, towed by a tug.

Ships sailing to Chicago from the lumber producing ports of Oconto, Peshtigo Harbor, and Marinette-Menominee still faced hazards on the open water. Even during the best of times, passage around Death's Door could be dangerous, and ships normally made a detour around "The Door," the northeastern tip of Wisconsin that juts out into Lake Michigan. What was needed was a canal extending Sturgeon Bay eastward so ships could reach Lake Michigan. The canal once completed would provide shippers with a shortcut, making it possible to avoid sailing the 150-mile voyage around the Door Peninsula.

Both engineering and financial obstacles hampered the project. Isaac Stephenson, did some of the preliminary surveying during the 1860s. Stephenson later claimed in his autobiography that the canal opened in 1873 – in fact, the canal did not really open until 1880 because sand from the dunes on the shore of Lake Michigan kept drifting in and filling the canal. Attempts to sail through the canal failed a short distance from Lake Michigan as late as July 1879. The U.S. Army Corps of Engineers' solution was to build a long breakwater pier into Lake Michigan and to dredge the canal again to a depth of twelve feet and to widen the canal to one hundred feet.

The difficulty of digging the canal through shifting sand was more than matched by the problems of trying to pay for this "internal improvement." A bill, supported by Oshkosh lumberman and northeastern Wisconsin congressman, Philetus Sawyer, was passed by congress and signed by the president, granting 200,000 acres of land to the Sturgeon Bay and Lake Michigan Canal Company. The company planned to sell the land to pay for the costs of canal's construction. Although appraised at $600,000, some of the 200,000 acres were low and swampy, and the land grant only brought $350,000 from land sales. Stephenson claimed that 77,000 acres of the canal company land grant in Oconto County bought only $38,000.

The Sturgeon Bay and Lake Michigan Canal Company was incorporated on April 2, 1862, and the actual digging on the canal began on July 9, 1872. During the company's first seven years of operation, 1879-1886, the company took in $103,705 in tolls; the canal cost $30,438 to operate, leaving $64,149 for dividends paid to the stockholders. The company charged 15 to 20 cents per 1000 board feet of lumber. Many lumber shippers preferred to take their chances sailing round the Door Peninsula's northern tip. The federal government spent an additional $160,000 during the 1880s to strengthen the Lake Michigan entrance to the canal. The company decided to offer the canal to the federal government

for $150,000 in 1890, and in 1893, the United States Government bought the canal for $103,000.

Marinette lumberman, and later U.S. Congressman and U.S. Senator, Isaac Stephenson, recalled in his autobiography, "With indiscriminate denunciation of appropriations for rivers and harbors as 'pork barrel' I have no patience." As the nineteenth century drew to a close some voters began to lose patience with pork barrel appropriations. True, as both Stephenson and Sawyer claimed, these measures greatly aided navigation and eased shipment of lumber and other goods from one point to another, but these measures also greatly aided wealthy lumbermen. Soon, Robert LaFollette, Wisconsin's governor after 1900, and others would ask if such appropriations for rivers and harbors were of greater benefit to the public or to wealthy businessmen.

"Fighting Bob" LaFollete's criticism of federal appropriations for harbor improvements coincided with the decline of the Great Lakes lumber trade after 1890. In 1916, the United States Census report, "Transportation by Water," observed: "lumber, which in 1889 was one of the leading commodities of Great Lakes commerce, has declined until in 1916 slightly more than one quarter of the 1889 tonnage was handled by the Great Lakes fleet." In the early 20th century only Duluth, Manitowoc, and Menominee remained important lumber ports, with Chicago and Buffalo the principal receiving ports.

In 1889, 40% of the Great Lakes shipping was on Lake Michigan, and the cargoes were mainly lumber and grain. The swift decline of shipping on Lake Michigan coincided with the sharp decline of its ports' lumber production after 1890. In 1906, Lake Michigan, with 20% of Great Lakes shipping had dropped to third in shipping after Lake Superior and Lake Eire. In 1917, the Interstate Commerce Commission pointed out that "Lumber producing points on the Lake may and do ship by water is undisputed. Nevertheless, the volume of the lake movement is steadily decreasing year by year. At Chicago, for example, in 1915 one-fifth as much lumber was received by water as by rail as in 1908... the water movement is only 5% of all rail movement."

Schooners continued to carry lumber to the Chicago market after 1890, though the trade was at best a marginal one. There were 488 schooners sailing Lake Michigan in 1890 according to a United States government report. The ships engaged in trade on the lake accounted for 36% of the shipping total, in contrast to Lakes Huron and Erie where only 16% and 15% were schooners. In the Green Bay port of Marinette as late as 1907, there were 132 dockings by schooners and only 76 by steamers. Ten of the schooners were owned by Marinette residents.

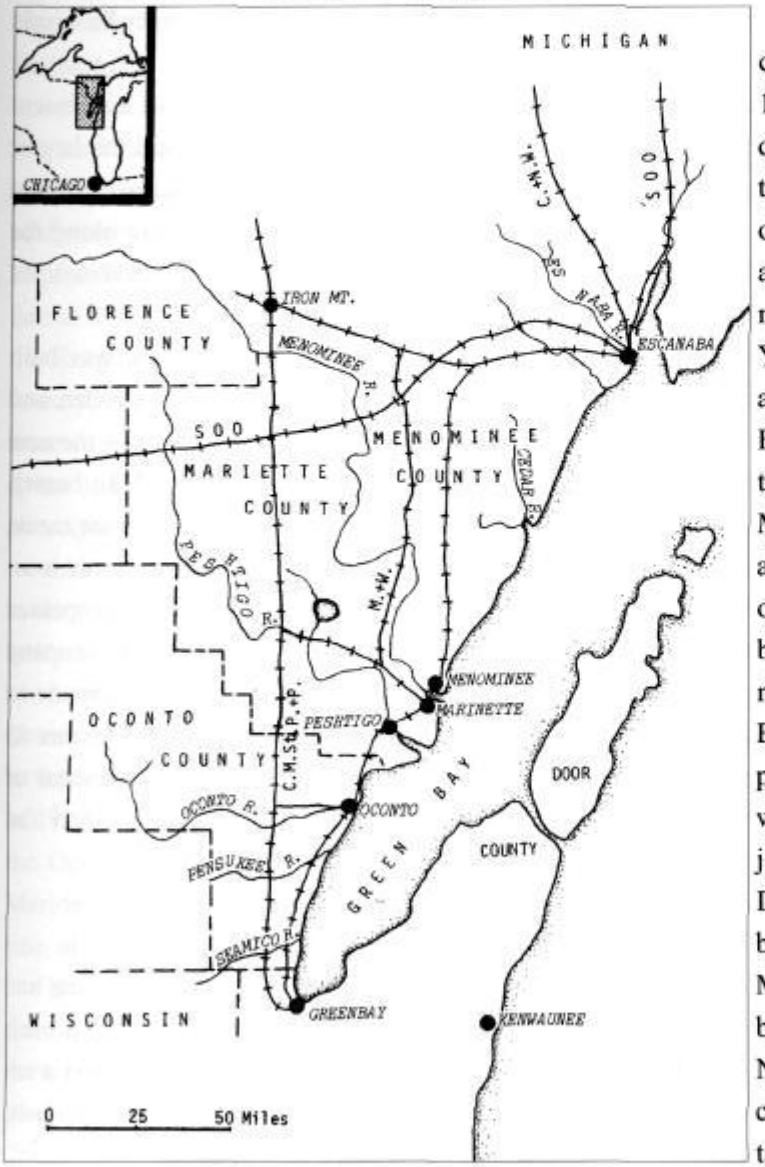
In seventeen years, Lake Superior had exchanged positions with Lake Michigan. In 1889, Lake Superior had 21% of lake shipments, but by 1906, Lake Superior carried over half of the commerce on the Great Lakes. In less than 20 years, grain and iron ore had replaced wood as the most important commodity shipped on the Great Lakes. Lake Erie retained its position as the second most important commerce carrying lake.

Railroads

As was noted earlier, Green Bay's west shore sawmill towns were dependent upon water to move their lumber to market. The sawmill owners, however, wished to have a railroad built north of Green Bay to facilitate the shipment of food and other necessities for their workers. The shipment of food to the small towns of northern Wisconsin and mining communities of the Upper Peninsula was hardly

sufficient inducement for railroads to extend their lines north.

In spite of the promise of government grants and promises of aid from lumber companies, railroad owners were reluctant to project railroads into northern Wisconsin. Extension of railroad lines to the prairies of southern Wisconsin, Minnesota, and Illinois where wheat farmers needed a means to ship their grain to the Lake Michigan port of Chicago, appeared to be a profitable investment for railroads. The lumbermen and mine owners were interested in securing a railroad north from Green Bay primarily to obtain supplies, not to ship their iron ore and lumber south. Marvin Hughitt, Superintendent of the Northwestern Railroad, regarded the line from Escanaba to Lake Superior as a useless expenditure of at least $1,000,000. Without a generous government land grant, it is doubtful that the railroad would have been built north of Green Bay in the early 1870s.



Railroad lines in Northeast Wisconsin. Map is from: *Geographical Perspectives* #39 (Spring, 1977).

The Northwestern had completed its line to Green Bay in 1863, and promotion projects followed during the rest of the decade to extend the railroad north along the west shore of Green Bay. During the eight years after 1863, Isaac Stephenson and others made a number of trips to both New York and Chicago to secure funds for an extension of the railroad to Escanaba. After delays and reversals, the railroad was completed to the Menominee River in the fall of 1871 and the first train arrived in Marinette on December 27, 1871. Work was begun on the last half of the railroad running between Green Bay and Escanaba in the spring of 1871. The primary objective of the Northwestern was to secure the government grant by joining with Negaunee and Escanaba Division. The Menominee River was bridged, but work north of the Menominee River progressed slowly because of contractor inefficiency. The Northwestern rail line had to be completed by the end of 1872 in order to receive a land grant from the state of Michigan. To meet this requirement, the Northwestern hastily completed its line

to Escanaba during the fall of 1872. A period of cold weather, freezing over the marshes, made it possible to run trains over the partially completed roadway allowing the railroad to claim that the provisions of the grant had been fulfilled. The Northwestern received its 500,000 acre land grant, but Isaac Stephenson claimed that two more years of grading and filling were needed before trains could move safely year-round on the roadbed.

Building its line north from the city of Green Bay, the Northwestern railroad to reach Oconto, Peshtigo, and Marinette-Menominee, merely complemented the dominant water transportation used by the lumber industry. There was little settlement north of Marinette-Menominee and here the Northwestern Railroad built its route directly north away from the bay-shore which angles in a northeastern direction. The line reached junction midway between Escanaba and a recently discovered hill of iron ore in the city of Iron Mountain. An east-west line was built between the Upper Peninsula cities of Iron Mountain and Escanaba.

North of Menominee, small villages sprang up around sawmills that were built at convenient shipping points along the railroad. In time, the hardwoods along the railroad were cut, and the largest agricultural district in the Upper Peninsula came into existence along the 20 miles of railroad right of way north of Menominee. The villages, Wallace, Ingals, Stephenson, and Daggett, strung along the railroad line like beads on a string, owe their existence to the railroad, unlike the towns on the Wisconsin rivers to the south of the Menominee River.

In 1883, a second railroad, the Milwaukee and Northern, later the Milwaukee Road, was built through the middle of Oconto and Marinette counties. Villages, such as Abrams, Lena, Crivitz, and Coleman, which developed along the main line of railroad, were oriented to Green Bay, since the new railroad ran directly north from Green Bay to Iron Mountain. The Milwaukee Road later built branch lines connecting the main line to the cities of Oconto and Marinette. These spur lines to the county seats on the bay became very important after 1890 because hardwoods cut in the forests up north were shipped on the branch lines to the sawmills in Maritiette-Menominee and Oconto. Lumber companies such as the Holt Lumber Company in Oconto, Sawyer-Goodman in Marinette and the Wells Company in Menominee, all of which had earlier relied on the rivers, now were dependent on the railroads to transport their logs. Railroads were able to tie the movement of logs and the shipment of lumber to transit rules, which permitted lower final rates on inbound logs only when the outbound movement of lumber was shipped on the same railroad. In short, Railroads such as the Northwestern and the Milwaukee Road got the lumber producers "coming and going."

Roads

Settlements such as Oconto, Peshtigo Harbor, and Marinette-Menominee at the mouths of rivers had their origins as sawmill villages dependent on their rivers for bringing down a fresh supply of logs each spring. When the counties of Oconto (1851), Marinette (1879), and Menominee, Michigan (I863) were organized, they largely encompassed the drainage basins of the Oconto and Menominee rivers. In short, these counties were created around their respective river drainage basins.

The railroads and later roads paralleling the railroads were super-imposed on the previous drawn counties, creating a very different transportation network from the river drainage patterns. As

communities on the Milwaukee Road grew into trading and service centers for the surrounding agricultural countryside, a network of roads was constructed connecting the farms to the villages along the railroads. Roads were built near or next to the railroads. What later became US 41, paralleling the Northwestern, connected the cities of Oconto, Peshtigo and Marinette-Menominee, and US 141 paralleling the Milwaukee Road played the same role in providing a north-south road between Iron Mountain and Green Bay, 100 miles to the south.

Before World War II, the fastest way to travel over long distances was by railroad. Nonetheless, by the early part of the twentieth century, there were intrepid, some might even say foolhardy travelers who were willing to venture out of the city and explore the countryside for themselves rather than following the rails. The Marinette Eagle-Star complained in 1911 that few Chicago motorists ever reach Marinettee because of the four miles of bad road going through the swamp between Big and Little Suamico just north of Green Bay. The editor believed that pressure should be placed on Brown County to maintain roads north of the city as well as to agricultural regions south of the city. In addition to very few hard surface year-round roads, motorists faced other problems in driving their cars out of the city to explore the country. Before World War I, roads were not marked or numbered with signposts. When confronted with a junction in the road a driver had to ask a nearby farmer for direction. Receiving helpful directions or becoming the unwitting volunteer for local fun might depend upon whether the farmer thought the "city slicker" regarded him as a "hayseed" or a productive citizen of the county.

Keeping track of the increase in paved roads proved somewhat easier during the first 40 years of the twentieth century than today. Each new highway map showed more dotted lines becoming lined, i.e. more roads became paved highways. Peshtigo and Marinette moved closer together in time, if not in space in 1915, when the county government did two things; it removed the sharp "death curves," and paved the road connecting the two communities. It would take another seven years before the macadam would become a concrete highway. By 1920 a ribbon of concrete connected the Mississippi at St Louis to the Great Lakes at Green Bay. In 1922, if Oconto County had had the necessary $900,000 to build a concrete highway from the Brown County line to the Marinette County line, and had Marinette County spent the necessary money to build a concrete highway, the seven miles south of Peshtigo to the Oconto County line, the state of Wisconsin would have had a year round highway link from its northeast corner to the rest of the Midwest. Later designated as US 41, the highway in 1922, was listed as US Trunk 15. In 1927, the Marinette County Board approved funds to "concrete" the last four and ¾ miles of road to the Oconto County line, making the newly numbered US 41 the first cement highway to run across Marinette County. It would be some years before Oconto County paved US 41 on its side of the county line, at last making US 41 a paved highway on both sides of the 45th Parallel.

Because Marinette and Oconto counties were formed by their river drainage basins, the counties were long, but not very wide, and so it was possible as one traveled west from the county seat to leave the county's political and legal jurisdiction rather quickly. In effect, residents of northern Marinette and Menominee counties were closer to Iron Mountain and Escanaba, and residents of northern Oconto County were closer to Marinette. Following the same pattern as Marinette businessmen, Oconto retailers supported the improvement of the state highway (Wis. 22) running directly west of Oconto to the county's second largest city, Oconto Falls. Unfortunately, the county government neglected road

maintenance in the northern cutover sparsely populated part of the county directly west of Marinette. Because of the shortage of funds during the Great Depression, the long distance from the county seat, and the fact that the northern portion of Oconto County was part of the Nicolet National Forest, the county government did little to maintain or improve east-west state highway 64 which ran directly west from downtown Marinette. The dream of Marinette businessmen of having a hard-surface national highway connecting the twin cities on the Mississippi with the twin cities on the Menominee, remained a dream. Until the 1950s, Wisconsin Highway 64 ceased to be an all weather reliable road when it entered the woods of the national forest 35 miles west of Marinette.

Meanwhile, the hard surface winter ice road across Green Bay connecting the Door County villages to Marinette-Menomine was fast becoming part of history with the completion of a reliable year-round road connecting Door County's county seat, Sturgeon Bay, with the city of Green Bay. In early March 1936, the *Marinette Eagle Star* reported that a Door County truck loaded with produce had crossed the ice to bring its cargo to Marinette. What had been commonplace earlier in the century was now cause for comment.

The transportation network of the Green Bay region has changed profoundly over time. During the nineteenth century, the area was dependent upon river and lake to move its logs to sawmills and its lumber to market. After 1890, the area's railroads became the region's dominant carrier of supplies, raw materials and finished goods. Since World War II the transportation network has been dominated by cars and trucks dependent upon highways and superhighways. In fact, not only have central business districts moved to malls located on the edge of town near to highways, but even some of the community's new high schools have been built on the edge of cities, convenient for motorists but not for pedestrians.

2002 FIXMER AWARD
The Forest History Association of Wisconsin Distinguished Service Award to an Individual

Rose Schultz

Since we honored the IXL Historical Museum last year, it only seems appropriate this year to recognize the person who has done so much for that organization, Rose Schultz. Like Frank Fixmer in our organization, Rose Schultz has been the glue that has held the IXL Museum together and spearheaded its development into one of the best local museums in the Great Lakes region.

Mrs. Schultz came to Hermansville in 1930 to work for the Wisconsin Land and Lumber Company and worked for the company for fifty-two years. She played an integral role in the establishment of the IXL Museum in 1982 and served as its first secretary. She held that position until 1993. She continues to hold the position of Corresponding Secretary, Archivist, and Editor of the museum's newsletter.

Mrs. Schultz helped research and/or write such publications as the *Hermansville Centennial Book*, *Once Upon A Time*, and *The Old School*. As I can attest to personally, she has graciously assisted many others with their research projects.

In 1995, she received the *Charles Follo Award* from the Historical Society of Michigan for her work with the IXL Museum. When she received this Award, the *Herald-Leader* wrote the following: "The Hermansville Area has cultivated a very special Rose. Not a flower but a women of dedication and perseverance, who has spent the majority of her life working for a company whose historical importance she hopes will never be forgotten."

Rose Schultz has displayed the same loyalty and dedication to the IXL that Frank Fixmer did for our organization, and we can think of no person more deserving to receive the Fixmer Award.



FHAW Vice President Randall Rohe (right) presents Rose Schultz the 2002 Fixmer Award. October 5, 2002

2002 CONNOR AWARD
The Forest History Association of Wisconsin Distinguished Service Award to an Organization

Oconto County Economic Development Corporation

When Wisconsin organized Oconto County in 1851, logging dominated the county's economy. Over the next one hundred years, logging, lumbering and the manufacturing of wood products employed countless numbers of county residents; and many of today's residents have ancestors who work in the logging camps and lumber mills. The lumber industry shaped the county's landscape, its people, and its heritage. Little, however, had been written about the county's lumbering history. As a result, the publishing of a book on the topic was chosen as part of the county's celebration of the 150th anniversary of its founding.

The resulting book, *From The McCauslin To Jab Switch*, uses first person accounts, family archives, and previously unpublished photographs to tell the story of how lumbering opened Oconto County to settlement. The book's photographs (over 130 in all) provide a compelling visual record of the county's lumber industry. *From The McCauslin to Jab Switch* not only fills a void in the written history of Oconto County, but also is a valuable addition to Wisconsin's forest history. As a result, the Forest History Association of Wisconsin is pleased to recognize the Oconto County Economic Development Corporation's role in the publishing of this book with the Connor Award (Forest History Association of Wisconsin Distinguished Service Award to an Organization).



FHAW Vice President Randall Rohe (right) presents Bruce Wm. Mommaerts, Executive Director of the Oconto County Economic Development Corporation with the 2002 Connor Award. October 5, 2002

Minutes of the Annual Business Meeting of Members
October 5, 2002

Call to Order

President Miles Benson convened the meeting at 3:08 p.m. with 22 members present. Benson presented the officers for 2001-2002, the meeting planning committee of Brisson, Doeren, and Krog, and reported on activities during the year.

Minutes of the September 22, 2001 Meeting

President Benson asked for corrections or additions to the minutes as published in the Proceedings of 2001. None forthcoming, the minutes were allowed to stand as published on motion by Dean Einspahr, supported by Karl Baumann, carried all in favor.

President's Report

President Benson recognized Eugene and Dolores Harm for their efforts in hosting the 2001 meeting in Stanley. He recognized the work of Kurt Kortenhof in publishing the annual *Proceedings* and *Chips & Sawdust* at reduced cost and effort. Benson asked that members help save photos and documents of corporations and other organizations by having them stored in the archives at UW-Stevens Point. Benson reported the FHAW displays had been presented at three events during the year. He summarized the publishing of *Ghosts of the Forest* and reported that author Randy Rohe will be the recipient of the Wisconsin Historical Society Award of Merit at their Wisconsin Council for Local History annual convention at Madison, November 2, 2002. Benson thanked the membership for their support during the past year.

Treasurer's Report

Treasurer Albrecht presented a printed report for the Fiscal Year July 1, 2001 to June 30, 2002. He explained details of the report showing a net loss of $977.00 during the year and cash assets of $34,586 at the end of the year. Remaining assets are in the form of inventory of *Ghost of the Forest* books. As of June 30, revenue from sales of *Ghosts of the Forest* was $10,471, against costs of $25,135. A motion by Grosman, supported by Einspahr, to accept the treasurers report was approved, all in favor.

Audit Committee

A report of the audit committee of Lloyd Godell and Robert Englehard stating the books were in good condition was presented. A motion to accept the audit report by Richard Doeren, supported by Don Lambrecht, was approved, all in favor.

Nominations Committee

A written slate of nominees for a two-year term on the Board of Directors was presented and nominations were called for from the floor. No nominations were added and the slate includes Karl Baumann, Miles Benson, John Grosman, Don Lambrecht, and Randy Rohe. It was moved to cast a unanimous ballot for the slate presented by Einspahr, supported by Walkner, motion carried, all in favor.

Archives

Benson introduced Peter Shrake who volunteered to be Archivist. Shrake said he hoped to grow and expand the archives to include documents, photographs, videos and other artifacts. Items for the archives may be forwarded to Shrake at PO Box 651, Baraboo, WI 53913. He may also be reached at history@SaukCo.com.

Auction

Bob Brisson reported that he and Karl Baumann would conduct the auction at 4 PM with about 90 items to be sold.

Publications

Kurt Kortenhof reported that the process of preparing both the *Proceedings* and *Chips & Sawdust* was going much smoother. Send forest history and FHAW member news to Kortenhof.

Forestry Hall of Fame

Chair Don Lambrecht reported that neither of the two candidates presented for induction, Jack Densmore and Joe Stoeckeler, received enough votes.

Membership

Chair Dean Einspahr reported that member solicitation letters have been prepared to go to wood-using companies including paper industries, dry kiln operators, and timber producers.

Exhibits

Benson announced the exhibits are stored at DNR in Shawano; they may be loaned to members for events by contacting Tom Albrecht and picking up the exhibits.

Scholarship

Carl Krog reported that the winner of the $500.00 award was Amy K. Hammer, University of Wisconsin - Platteville whose paper was printed in *Chips & Sawdust*. The 2003 contest deadline is February 10th.

Approval of the Actions of the Board of Directors

A motion by Dick Doeren, supported by Dan Giese to approve the action of the board of directors during the 2001-2002 fiscal year was approved, all in favor.

Annual Meetings

Bob Walkner reported that the 2003 meeting will be held at Two Rivers the first or second weekend of October. Carl Blahnik will co-host the meeting with Walkner. Suggestions for future years included Wade House, Madison, Baraboo/Wisconsin Dells, Camp Five/Laona, Ashland and a joint meeting with the Minnesota Forest History Association.

Sound System

Al Gurtner suggested that FHAW purchase a portable sound system. John Grosman will investigate options and report to the Board of Directors.

Adjournment at 4:10 PM

Treasurer's Report
Forest History Association of Wisconsin
July 1, 2001 to June 30, 2002

Operating Receipts

	2002-2003 Est.	2001-2002 Actual
Dues	1,800	1,627
Donations-Unrestricted	500	488
Annual Meeting	1,500	1.639
Auction	700	925
Sales	400	273
Return on Investment	650	1,208
Operating Receipts...(subtotal)	**5,550**	**6,160**
Book Receipts...11,154 (receipts) –683 (expenses)		10,471
TOTAL RECEIPTS		**$16,631**

Operating Expenses

Printing	3,000	2,727
Postage	1,000	456
Operations	2,000	1,854
Annual Meeting	1,500	1,465
Scholarship	500	500
Auction	200	135
Investment	0	0
Capital Funds expenditure (Book)	25,000	25,135
TOTAL EXPENSES	**$33,200**	**$32,272**

Cash Assets

	6-30-2002
Stephenson National Bank Checking	10,487
Salomon Smith Barney Fund	13,822
Federated Utility Fund	10,277
TOTAL	**$34,586**

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Available *Annual Proceedings* Back Issues

The price for each back issue is $3.50 plus $2.00 postage and handling for the first issue and $1.00 for each additional issue.

Make check payable to the Forest History Association of Wisconsin and send to:

Secretary, FHAW
P.O. Box 1001
Marinette, WI 54143-1001

8th Annual Proceedings - 1983
"The CCC Programs in Wisconsin;" "History of Log Transportation in Wisconsin;" "Last Logging Railroad Operation in Wisconsin"

10th Annual Proceedings - 1985
"Use of Navigable Waters for Log Driving and Lumber Rafting"; "Life and Death of a Lumber Town"; "History of Forest Fire Protection in Wisconsin"

12th Annual Proceedings - 1987
"Historic Chippewa Falls, WI"; "Women Came to the Woods"; "Eau Claire and the Lumber Industry"

13th Annual Proceedings - 1988
"The Wolf River Area's Forest Heritage"

16th Annual Proceedings - 1991
"Wisconsin's Logging Locomotives"; "Round Lake Logging Dam"; "Evolution of the Logging Truck"

17th Annual Proceedings - 1992
"Historical Development of the Nicolet National Forest"; "Early Days of Trees for Tomorrow"

18th Annual Proceedings - 1993
"Logging Camp Subsistence"; "Sherry and Gerry Site"; "Passport in Time"

19th Annual Proceedings - 1994
"The Edwards: Father and Son"; "T. E. Nash, Friend and Founder"; "The Roddis Family"

20th Annual Proceedings - 1995
"Non-Traditional Products of the Forest, Their History and Commercial Development"

21st Annual Proceedings - 1996
"The Flambeau River Area's Forest Heritage"

22nd Annual Proceedings - 1997
"Forest History's Impact on the Growth of Tourism in North Central Wisconsin"

23rd Annual Proceedings - 1998
"Sawmill and Pioneer Lumbermen of the 19th Century Along the Central Wisconsin River"

24th Annual Proceedings - 1999
"Oshkosh- Sawdust City, Then and Now"

25th Annual Proceedings - 2000
"Historic Rhinelander Area (Land of the Hodag)"

26th Annual Proceedings - 2001
"Historic Stanley Area"



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"THE HISTORIC TWO RIVERS AREA"

Proceedings

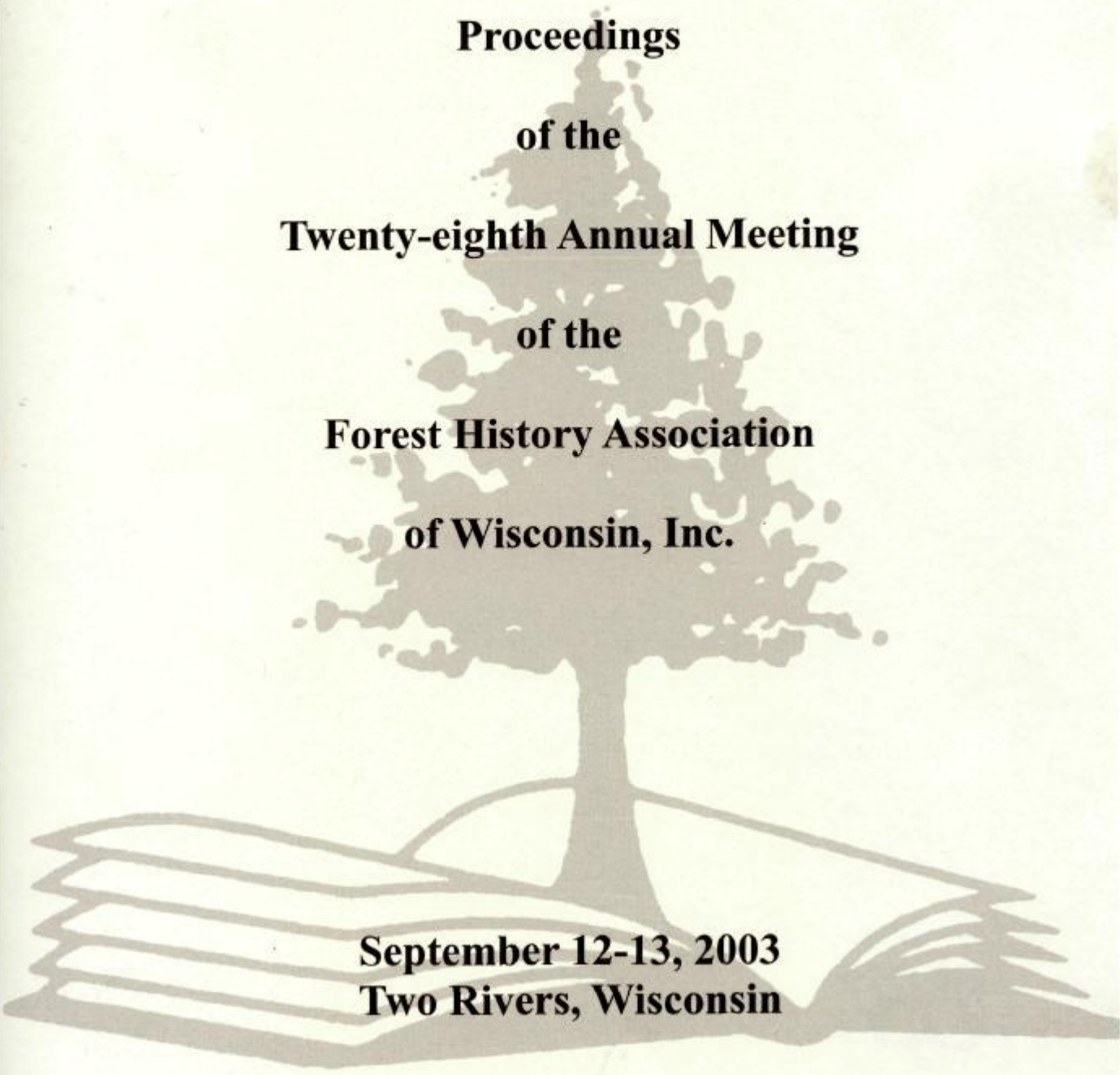
of the

Twenty-eighth Annual Meeting

of the

Forest History Association

of Wisconsin, Inc.



September 12-13, 2003
Two Rivers, Wisconsin

The Forest History Association of Wisconsin

The Forest History Association of Wisconsin had its beginnings early in 1975 when a group of representatives from the wood products industries, conservation agencies and the University of Wisconsin met to discuss a potential bicentennial project which would remind our citizens of the importance of forests in Wisconsin's past, present and future.

Their discussions led to the founding of the Association as a non-profit, tax-exempt endeavor whose principal objective would be to preserve Wisconsin's forest heritage. Membership currently numbers about 160 individuals, corporations and institutions.

A ten-member Board of Directors serves as the Association's governing body. Officers and directors for 2002 - 2003 are:

Miles Benson, President	Wisconsin Rapids
Randall Rohe, Vice President	Waukesha
Bob Brisson, Executive Secretary	Menominee, MI
Thomas Albrecht, Treasurer	Shawano
Karl Baumann	Marinette
Dean Einspahr	Appleton
John Grosman	Woodruff
Eugene Harm	Cadott
Donald Lambrecht	Green Bay
Robert A. Walkner	Two Rivers

The Association has produced a number of publications which will have some appeal to most forest history enthusiasts:

- *Proceedings of Annual Meetings -1978 thru 2002*
- *Bibliography of Wisconsin Forest History Literature*
- *"Chips and Sawdust"* (Quarterly newsletter)
- *A Chronology of "Firsts" in Wisconsin Forest History*
- *Logging and Lumbering Museums in Wisconsin*
- *Ghosts of the Forest: Vanished Lumber Towns of Wisconsin, Volume I*

Further information on any aspect of the Association's program and policies may be obtained by writing to:

Secretary
Forest History Association of Wisconsin
P0 BOX 1001
Marinette, WI 54143-1001



Proceedings

of the

Twenty-eighth Annual Meeting

of the

Forest History Association

of Wisconsin, Inc.

September 12-13, 2003
Two Rivers, Wisconsin



Founded, 1975

"The past is but prologue to the future"

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Foreword

The following text comprises the official transactions conducted and the papers presented at the twenty-eighth annual meeting of the Forest History Association of Wisconsin, Inc. (FHAW). The two-day meeting took place on Friday September 12th and Saturday September 13th, 2003 in Two Rivers, Wisconsin.

FHAW members Bob Walkner, Carl Blahnik, and John Grosman were responsible for making necessary arrangements for the annual meeting, which included arranging the tour, securing a location for the meeting, and contacting the speakers. The tour of historic sites in the Two Rivers area included the Washington House Museum, the Fisher Hamilton wood working facilities, the Hamilton Wood-type Museum, the Point Beach State forest, including the Rawley Point Lighthouse, and the Rogers Street Fishing Village Museum. The day was ended with a traditional fish boil.

On Saturday, five papers were presented which altogether provided a superb overview of the history of the Two Rivers area. Each paper presented a different perspective of the history of the area and the impact of the forests on that history. Sandra Zipperer presented a history of Kahlenberg Brothers which directly related to some of the exhibits the members had seen Friday at the Rogers Street Museum. Mark Walter then proceeded to relate the recent studies that have been done regarding the Niagara Escarpment, the major geological feature of this area of Wisconsin.

In the afternoon, Peter LeClaire presented a history of commercial fishing in Two Rivers. This presentation benefited from his own personal experience, and he was able to offer interesting insights into the lives of these people from Two Rivers' past. Bob Walkner then gave brief glimpses into four different forest-related industries in the Two Rivers area: the sawmills, the tannery, the chair factory, and the pail factory.

The FHAW Board of Director's then conducted the annual business meeting and auction, which were followed by a logging camp meal prepared by Chris Goetz. Chris then followed up this meal with his own program on the true story of one logging camp cook, Anton Mueller.

We invite any reader who is not already a member of our organization to join us in preserving a record of Wisconsin's forest history. To learn more about our organization and to request a membership application, write to: Executive Secretary, Forest History Association of Wisconsin, Inc., PO Box 1001, Marinette, WI 54143-1001.

Stephen Sydow,
Guest Editor

President's Report

Welcome all members, friends and guests to the 2003 FHAW Annual Meeting! The 2002-2003 year was a year with good news and bad news for FHAW. The good news has success and progress thanks to many of you. Some of the bad news was beyond our control and some we can do something about, or are in the process of doing something about it. You will hear both the good and the bad from many of our good people as the meeting progresses. For my part, I will briefly summarize some of the FHAW events of this past year.

It's good to finish on a positive note so I will mention some of the bad news first. Probably the most significant item on this list is the announcement of the retirement, by the end of June 2004, of our very loyal, talented and helpful Executive Secretary, Bob Brisson. To demonstrate just how loyal and helpful Bob is he gave us almost two full years to find a replacement. If we can work fast enough we can use that time to turn Bob's retirement into a positive for this association.

A second item is also an announced retirement: this one from the editor of our publications, Kurt Kortenhof. Kurt, as many of you know, has a Masters from UW Eau Claire and is the author of *Long Live the Hodag* and *Sugar Camp: 1891-1941: The Origin and Early History of a Northern Wisconsin Community*. He works in the education department at the Minnesota Historical Society and has blessed FHAW with his talents and good thinking. Kurt is a busy man between his growing family and his work and finds he has to trim his involvement outside those areas. He has made some good suggestions for his replacement that should, if successful, help FHAW grow to higher levels.

The last piece of bad news is to mention the passing of John Cline, one of FHAW's Board of Directors and past president, in June of this year.

Now the good news: the 2002 Annual Meeting was a success thanks to the good work of last years program committee of Bob Brisson, Dick Doren, and Carl Krog and the many people who helped them, both from our membership and the people in Oconto.

An equal amount of good and hard work has gone into this year's meeting by the Program Committee of Bob Walkner and Carl Blahnik with help from our new Program Chair, John Grosman.

The Board of Directors has met three times to conduct the work of FHAW. They will be reporting some of their accomplishments at the business meeting. There are a few things that should be emphasized here:

We have published three *Chips & Sawdust* during the year and the 27th Annual Proceedings

during the past year. The *Ghosts of the Forest,* the Wisconsin Historical Society Local History Award of Merit winner, written by our own Randy Rohe, has continued to sell well. We have nearly recouped our investment in the book. There are other possibilities waiting our consideration. We have been able to maintain the efficiencies in our publishing mailings.

There are some interesting things happening on our membership committee. Many of the wood-using industries in the state have been solicited to join. You may have seen the caps for FHAW. Those are a result of this committee.

Our display has been shown at The Society of American Foresters meetings, the Midwest Tool Collectors show and for the first time at the Logging Congress in Michigan. Jim Adamson has built some beautiful new easels for our mounted pictorial boards.

During this last year the Program Committee headed by John Grosman has begun to lay out a five-year plan for our meetings. The location for 2004 will be in Ashland at the Great Lakes Visitor Center and in 2005 in Greenbush where we can focus on the Wade House State Historical Site in Greenbush.

We are beginning to develop a Strategic Plan for our organization and with a target to be presented at our next meeting.

Finally, a challenge to the membership: I have been encouraging members to get personally involved with FHAW and I do it again here. This 2004 is the centennial of forestry in Wisconsin and there will be many activities around the state in which we can be involved. Mostly our displays can be used at those activities. We will need volunteers to man them. Let us know where you can be involved.

History takes on even more meaning when you can share your efforts in understanding it with someone. Besides taking a look at who the Board and committee members are, (they are published on the inside covers of our Proceedings and Chips and Sawdust) consider yourself invited to our meetings. We are happy to have any constructive suggestions or simply someone showing an interest.

Thank you for your support this past year. I declare this 28th annual meeting of the Forest History Association open.

Miles Benson,
President

Twenty-eighth Annual Meeting
Forest History Association of Wisconsin
Two Rivers, Wisconsin

Forest History Tour, Two Rivers Area
Friday, September 12, 2003

8:30 Registration
9:00 Welcome - Two Rivers City Manager: Greg Buckley
9:30 Tour Fisher Hamilton Wood Plant
10:30 Tour Hamilton Wood Type Museum

12:00 Lunch at Point Beach Shelter, Point Beach State Forest

1:00 History of Point Beach State Forest - Jim Aasen
2:30 Tour Rawley Point Lighthouse
3:00 Tour Rogers Street Fishing Village Museum, Two Rivers
5:00 Fish Boil at Rogers Street Fishing Village

Forest History Meeting
Saturday, September 13, 2003

8:30 Registration
9:00 Welcome - Miles Benson, President, FHAW
9:15 "History of Kahlenberg Brothers" - Sandy Zipperer
10:00 "The Niagara Escarpment in Wisconsin" - Mark Walter
11:15 Tour of the Washington House Museum

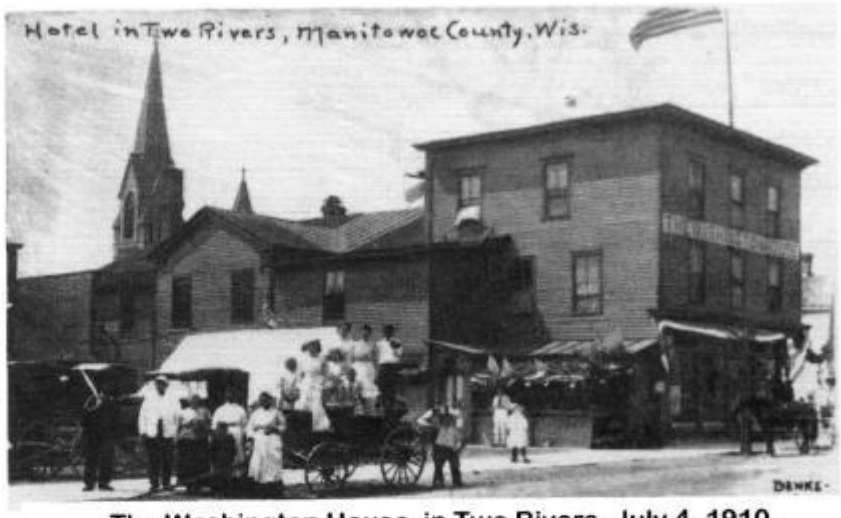
12:00 Lunch

1:00 FHAW Hall of Fame Award - Increase Lapham
1:15 "Commercial Fishing in the Two Rivers Area" - Pete LeClair
2:00 "The Early History of Two Rivers" - Bob Walkner
2:45 Break
3:00 FHAW Annual Business Meeting
4:00 Annual Auction of Historical Forest artifacts, books and memorabilia

6:00 Dinner: Logging camp meal
7:00 Program - "The Life of a Camp Cook" - Chris Goetz

Forest History Tour - 2003: Two Rivers Area

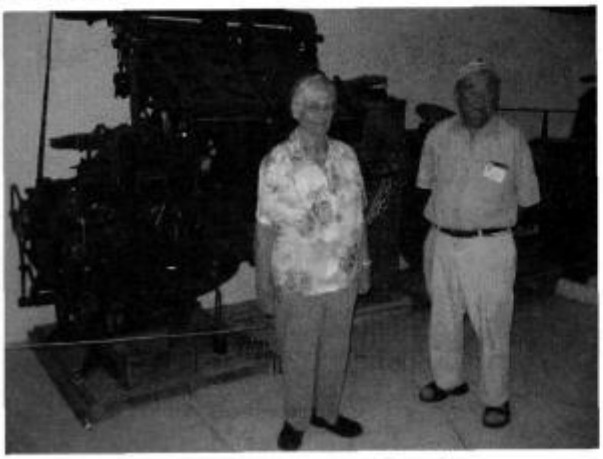
Nearly 40 members and guests convened at 9:00 AM September 12th at the Historic Washington House Museum in Two Rivers for the 28th annual forest history tour. Greg Buckley Two Rivers city manager welcomed us and gave a history of the woodworking companies still operating in the city.



The Washington House in Two Rivers, July 4, 1910.

At 9:30 we proceeded to Fisher Hamilton for a tour of their wood working facilities. Todd Lyons, director of engineering was our host. Well-versed tour guides took us through the casework department where we followed the process from raw material to the finished product.

Next, we toured the Hamilton Wood-type museum. James E. Hamilton started the company in 1880. The museum contains all of the equipment needed to manufacture wood type. Hamilton invented and manufactured the machinery to produce type. Operated by volunteers of the Two Rivers Historical Society, the Hamilton Wood Type and Printing Museum is the only museum dedicated to the preservation, study, production and printing of wood type. With 1.5 million pieces of wood type and more than 1000 styles and patterns, Hamilton's collection is one of the premier wood type collections in the world.

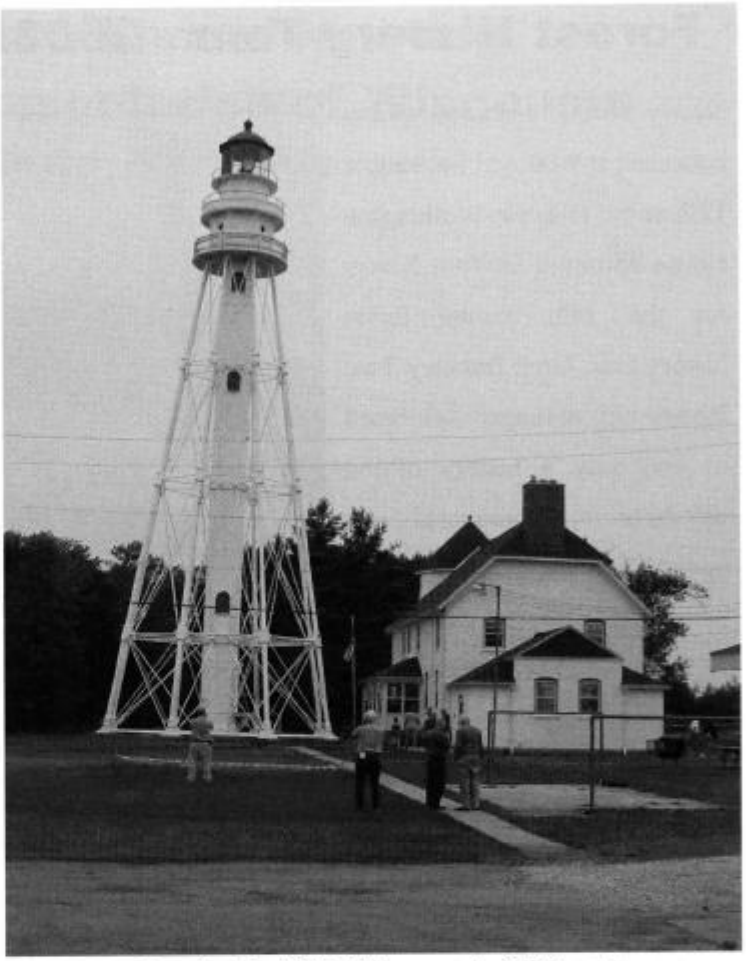


Don Lambrecht with Mable Stechmesser, one of the tour guides at the Hamilton Wood Type Museum



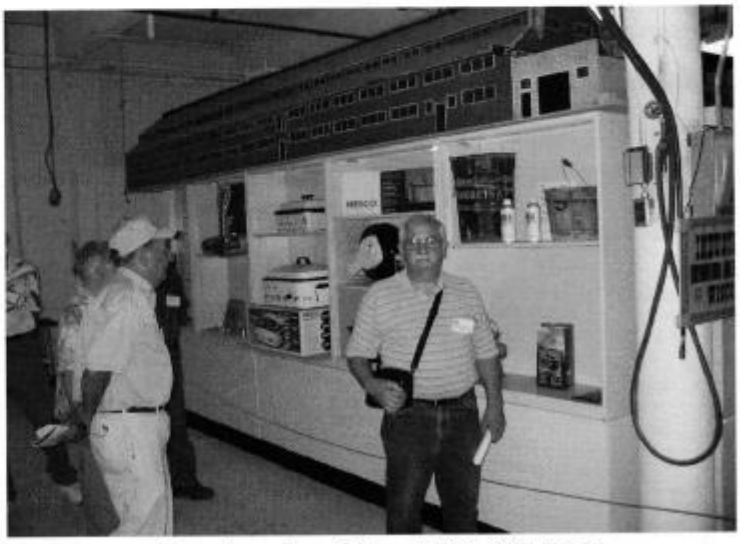
Some of the 1.5 million pieces of wood type at the Hamilton Museum.

We then took a bus trip to Point Beach State Forest. After a lunch break in the park lodge Jim Aasen, retired game warden presented the history of Point Beach. We viewed a movie made in the 1930s of making the roads and building the pavilion. Jim then told us the history of the Rawley Point lighthouse that is located at Point Beach. The existing steel tower was installed in 1884 to replace an earlier brick tower. The tower was part of the French exhibition at the Chicago Worlds Fair and was dismantled and moved to its present location.



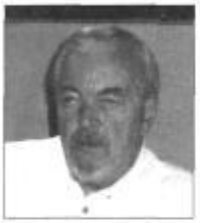
Rawley Point lighthouse, Point Beach

We reboarded the bus for our next stop, which was the Rogers Street Fishing Village museum. Museum director Sandy Zipperer welcomed us and gave a tour of the museum. She explained how important the fishing industry was to Two Rivers. Museum volunteers then operated the Kahlenberg diesel engine. It is a three-cylinder oil engine made built in Two Rivers in 1924. It was used for many years to power the fish tug Manville L out of Two Rivers.



Don Lambrecht and Bob Walkner at the Hamilton Wood Type Museum

Our Speakers



Jim Aasen, Two Rivers, Wisconsin—attended UW-Lacrosse and UW-Stevens Point, earning a B.S. degree. He has taught junior high math and science in Stevens Point, and was a game warden for the Wisconsin Department of Natural Resources from 1974 to 1994.



Sandra J. Zipperer, Two Rivers, Wisconsin—earned a double major in History and Humanistic Studies and a minor in Native American History from UW-Green Bay. She worked at the Wisconsin Maritime Museum as a Tour Guide, Archival Assistant, and Educator. She is currently a member of the Wisconsin Federation of Museums and the AAM, and works as the Executive Director of Rogers Street Fishing Village Museum in Two Rivers.



Mark Walter , Abrams, Wisconsin—earned a B.S. in cartography from UW–Madison. He also has done graduate work in Environmental Science at UW-Green Bay. He was a part-time instructor in Geographic Information Systems (GIS) at the UW-Green Bay 1994-1995 and Northeast Wisconsin Technical College 200-2001. He is a member of the Wisconsin Land Information Association, and served on its Board of Directors 200-2002. He currently the Assistant Director of the Bay-Lake Regional Planning Commission in Green Bay, Wisconsin.



Peter LeClair, Two Rivers, Wisconsin.—currently a Board member of Rogers Street Fishing Village. Peter is from three generations of fishermen, and started helping his dad when he was 12 years old. His three sons now operate a commercial fishing business. Their fish market sells to distributers throughout Wisconsin and Illinois. He is very interested in various aspects of fishing history, and is particularly interested in buoy staffs for gill nets.



Robert A. Walkner, Two Rivers, Wisconsin—is a member of the Two Rivers Historical Society and the Manitowoc County Historical Society. Robert has been collecting logging and saw filing tools for over thirty years. He is currently a tool and die maker at Mirro Corp. in Manitowoc, Wisconsin, where he has worked for the past 35 years. He is also a board member of the FHAW.

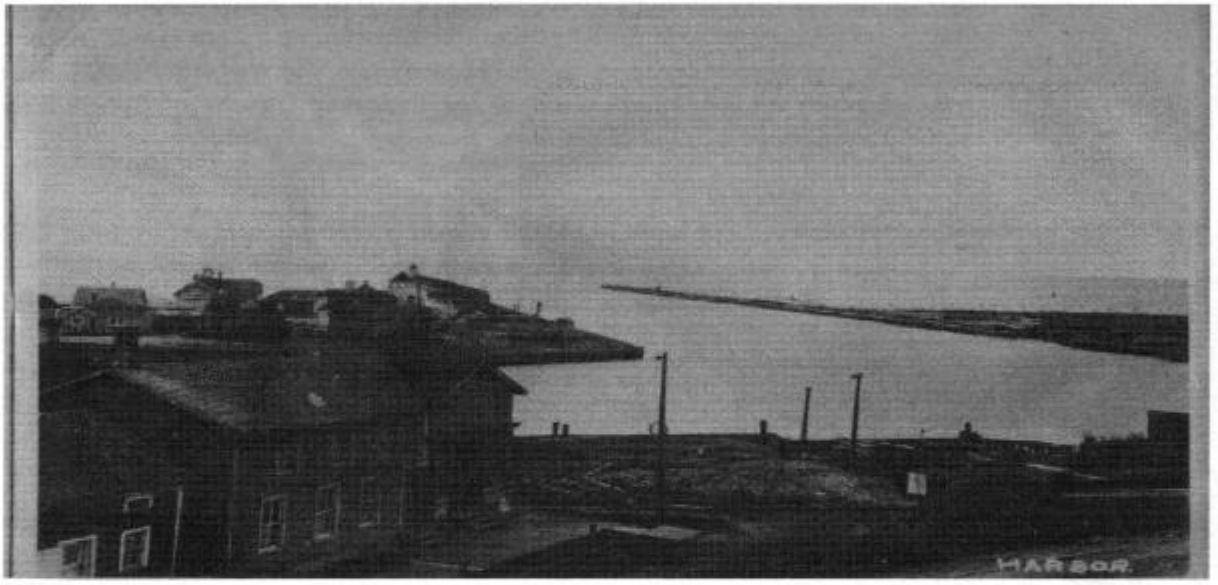


Christopher Goetz, Lakewood, Wisconsin—has over twenty years of experience as a history storyteller and civil war re-enactor. Chris has been the owner-operator of "Up Country Catering" and "Talk with the Past" historical programs since 1995. He is a member of the Wisconsin State Historical Society, the Sauk County Historical Society, the Oconto County Historical Society, the Two Rivers Historical Society, and the 33rd Wisconsin Volunteers.

The Kahlenberg Bros. Company of Two Rivers

By Sandra J. Zipperer

The founders of the Kahlenberg Bros. Company, maker of engines, air horns and marine accessories, are credited for revolutionizing commercial fishing on the Great Lakes, commended for their World War II production feat, and applauded for creating a company that has lasted over 100 years.



Harbor at Two Rivers, Wisconsin ca. 1900

The Company, founded by William R. Kahlenberg and his brother Otto in 1895, had its modest beginnings in a small machine shop on Two Rivers' East Side near the harbor entrance and close to the site of the former Labor Hall. There, in 1895, the twenty-five year old William along with Otto opened their shop with three employees. At first their work consisted of installing machine tools and "converting simple high pressure steam engines to the steeple compound type and worked on the actual construction of small vertical engines for both marine and stationary work.[1]" The Brothers built and installed steam engines which were used both in local industry and farm machinery. A Kahlenberg steam engine was purchased by Eggers Veneer and Seating Company and a hay press purchased by Adolph Grimm both of Two Rivers.[2]

Born October 2, 1870 the son of Otto and Gertrude Kahlenberg, William had two brothers, Otto and John L. and a sister Mrs. Hans (Emma) Henrickson. From an early age, young William displayed an aptitude for the mechanical. In 1886, the fifteen-year old was hard at work in his father's sheet metal

shop and hardware store in Two Rivers. He had commandeered parts from his mother's sewing machine for a flywheel, convinced he could manufacture a working miniature steam engine. He was successful and brought the engine to school and proudly explained how it worked to his classmates. That engine is still displayed in the Kahlenberg factory board room.[3]

By 1895, his mechanical abilities along with his penchant for detail were attributes that helped him develop his innovative marine internal combustion engine work and helped revolutionize commercial fishing on the Great Lakes. The 1890s were the perfect time and Two Rivers the perfect setting for this revolution.

Jutting out several miles into Lake Michigan and having 'two rivers" flow into Lake Michigan, this was the ideal spot for local fishing. According to local histories, the first commercial fishing enterprise in Two Rivers was begun by Captain Joseph Edwards in 1837; one year after the first saw mill owned by Judge John Lawe was established here in 1836.

Attracted by the lumber and fishing industries, many French Canadians came to Two Rivers in the late 1830s and 1840s. But depressed conditions, caused in part by the panic of 1837, made fishing a more lucrative business. After all, fear of economic conditions may have briefly suppressed wooden construction and expansion of houses, ships, and buildings, but people still had to eat. And fishing provided food to an ever-growing population. It also gave immigrants an opportunity to own their own business.

In the early days of commercial fishing, initial capital investment in the business was small. A family could start their own business for about five hundred dollars. This was true in part because family owned fishing businesses could make their boats and other equipment used in the trade. But the intangible investments of danger and hard work could not be so easily calculated.

As the panic subsided and population continued to increase, lumber and fishing industries made good bedfellows. With the lumber of the area, staves and barrels produced here were used to pack the fish. By the 1870s, sawdust was used to preserve ice for shipping fish on the railroad.

The French Canadian families settled on the East Twin River in the city, in what would be known for generations as the "French Side of Town." With easy access to Lake Michigan, in the 1880s Two Rivers had a fleet of about twenty Mackinaw fishing boats, one of the largest fleets on the Great Lakes.[4]

Historic Two Rivers: Nineteenth Century Fishing District, describes the Mackinaw

boats,

> "The mackinaws ranged from 14 to 34 feet in length with 26 feet being typical. They were a two masted, flat bottomed boats, 8 feet in width, 4 feet deep with a rudder. When not under sail, they were propelled by oars that were 18 feet long. A roller over which the nets were pulled or laid was also standard...The boats were painted white with sails of white or red canvas. The gunwales were striped in colors of brown, green or maroon to indicate ownership and some were named for family members...Typically a crew comprised of two men."[5]



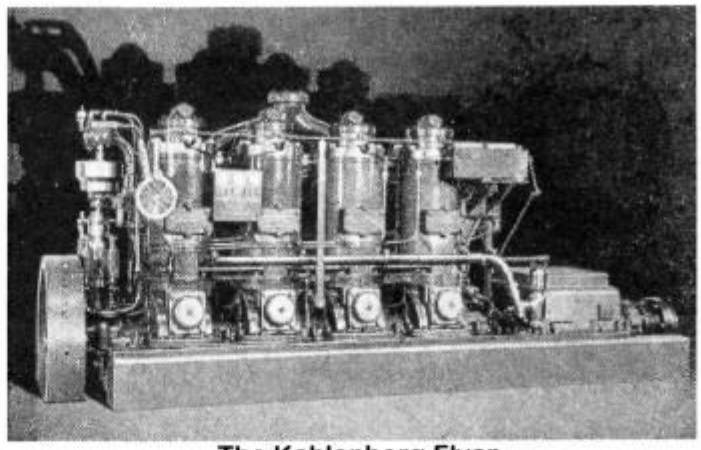
The Mackinaw Fleet at Two Rivers Harbor

Actually these boats were little different than ones used during the fur trade in the 1700s. Modifications in keel construction to withstand the deeper waters of Lake Michigan were the major difference between the two crafts.

Even today, commercial fishing is considered one of the hardest and most dangerous of occupations. In the 1880s it was more so. Besides the back breaking work of getting the mackinaws out to the nets, lifting the heavy, wet, cotton, fish laden nets by hand, the fickle Lake Michigan waters were often more enemy that friend. The many shipwrecks of bigger and sturdier schooners and steamship attest to the Lake's power. Battling the seas in an open two-man sailboat was a dangerous proposition. Although steam power was used in some fishing vessels, for most of the small, family owned fishing businesses, it was not a viable option. The steam engines were too large for the mackinaws, in which room for fish and coal were needed. Then too, it created rather than alleviated work for the fishermen. In addition to lifting the nets by hand, cleaning and preserving the catch, each day's coal would have to be hauled to the boat and spent cinders emptied at night.

It was fortuitous when Two Rivers native, John LaFond (grandfather of State Senator Everett LaFond) came to William Kahlenberg in 1898 with what seemed like an innovative proposal. Reportedly, LaFond had recently returned from a Klondike expedition in October of 1897 with a thirty-five foot mackinaw. Could Kahlenberg install a gasoline engine in this vessel for him?[6] After studying an engine Kahlenberg discovered in Green Bay, he set to work. It is also possible that LaFond's idea arose from an engine built in Michigan and that was commonly used in the Yukon region during that period.[7]

Kahlenberg fitted Lafond's vessel with a single cylinder, two-stroke gasoline engine with a gasoline vaporizer. But improving upon La-Fond's ideas, Kahlenberg created a reversible feature that enabled the engine to reverse from full speed ahead to full speed astern. The cost of the first engine was $400.00.[8] One can almost imagine LaFond's delight when he took his mackinaw out for the first time, effortlessly passing colleagues who strained at every pull of the oar. Word of the engine soon spread, not only in Two Rivers, but also throughout the Great Lakes Region.



The Kahlenberg Flyer

Though the engine was indeed expensive, (it represented a fisherman's average annual income) fishermen looked upon the purchase as an investment that would gradually pay for itself. Now fishing vessels could go out farther and not depend on wind or oar power. It also meant boats could be bigger. Soon cabins were added and now fishing tugs could go through ice and fish at any time of the year. The Kahlenbergs also manufactured net lifters that used air compressors to haul up the catch.[9]

Also, with more engines manufactured, the price came down. By the first decade of the twentieth century, a two to three horsepower gasoline engine which included battery, switch, spark coil, flange coupling, a 10-foot steel shafting, a combination outboard bearing and stuffing box on two- to four-horsepower engines, C.I. propeller wheel, oil and grease cups, set of tools and instruction book cost $146.00. However, a three cylinder marine engine in the 45 to 54 horsepower range could cost about $1,581.00.[10] The finish of the first engines was of steel blue enamel and brass parts. Nickel plating was available at an additional cost.[11]

That year, 1898, was a momentous year in William Kahlenberg's personal life as well. On September 20, he married Emma Hummel and by this time was prominent enough to have this write up about his marriage in a local newspaper.

> "Mr. William Kahlenberg and Miss Emma Hammel [Hummel] were quietly married Tuesday evening, the Rev. Doehler performing the ceremony which united them in matrimonial happiness. Mr. Kahlenberg is a rising and respected young business man and his fair bride is a daughter of one of Two Rivers foremost citizens, whose many friends

unite in wishing them a happy journey in life together."[12]

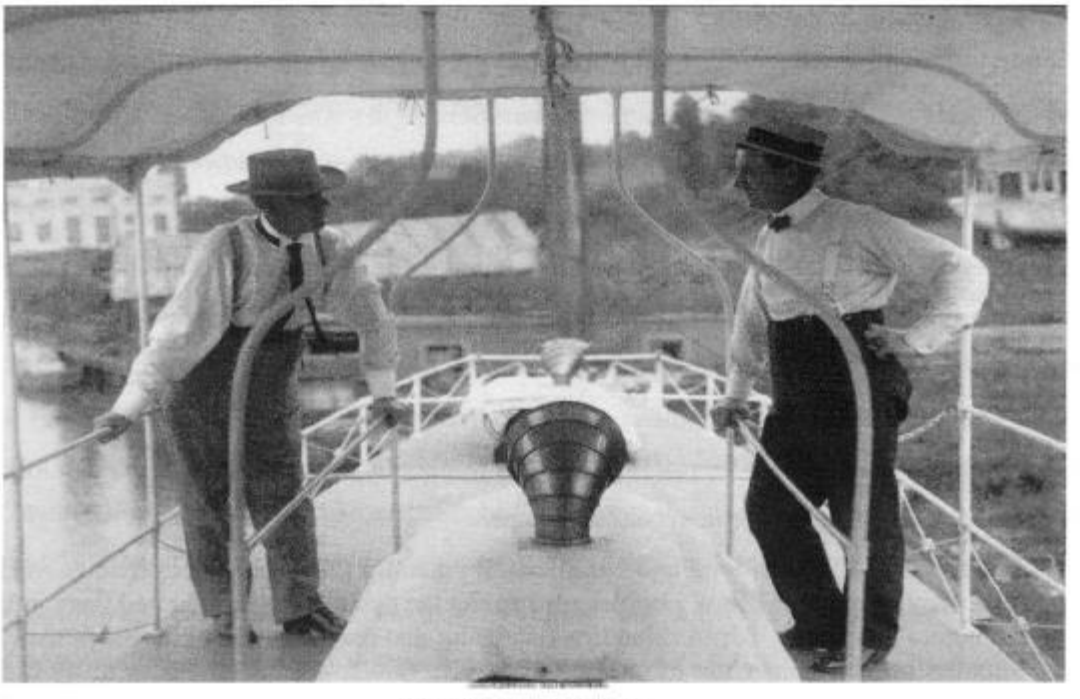
By 1900, Two Rivers was an important harbor. Beeson's Marine Directory, 1900, describes the town.

> "Two Rivers, Wis. Population of 4,400. Located on the shore of Lake Michigan in Manitowoc Co., between two small rivers, making a fine harbor. It is six miles north of Manitowoc, 3 from Sheboygan, 30 from Green Bay, 25 from Kewaunee, and 85 from Milwaukee. The Goodrich line of steamers make daily connections with all ports north and south; staged daily to Kewaunee, Ahnapee and Green Bay. Bank of Two Rivers; Kahlenberg Bros., engine builders; Henry T. Rau, coal; Two Rivers Iron Works; Robt. H. Suettinger, hardware, John Braun, photographer; Schroeder Bros., grocers; Lake House is the principal hotel."

Besides describing the city, the information on stage coach departure time is telling. People traveling over land used horses—while fishing boats and steamers were powered by engines.

In 1901 another brother, John L. Kahlenberg, entered the partnership and by 1907 the demand for engines used in fishing boats, tugboats, and yachts meant the small workshop near 16th Street could no longer handle the order demands. In 1907 the Kahlenbergs moved the business to its present location on 12th and Monroe.

The Company had a policy to follow up on engine purchase to check on customer satisfaction. A postcard would be sent to a customer asking the customer about the type of engine they had purchased and requesting a response to its performance. The Company saved many of



Young Kahlenberg

these letters, some of which date to the early 1900s. One letter dated November 14, 1909 from East Side Improvement Association at Chicago not only responded favorable to the engine but gives an idea of the power and capability of the Kahlenberg gasoline engine at the turn of the twentieth century. The letter states,

> "Your letter of the 2nd inst. Just received upon my return to the city and in reply I desire to say that your company builds one of the best marine gasoline engines in the country. I bought one of your eight horse power, double cylinder engines and had the same placed in a new twenty eight foot cabin cruiser which has a beam of seven feet. This engine drives my boat, which is a very heavy craft, about eight miles an hour and gives the best of satisfaction. It uses about one gallon of gasoline an hour to obtain the above results. Yours very truly Robt. R. Pilkington."[14]

In 1912 the first Kahlenberg heavy duty semi-diesel engine was produced. The unit was started on gasoline and converted to fuel oil injection (number two fuel oil) after a warm up period in operation. Though the engine was originally used in fishing vessels, soon the product enjoyed a market in most types of craft. A 1916 catalogue explains that,

> "These engines were first used in the Great Lakes Districts in 1898 and until 1902 were a product sold almost exclusively to fishermen. Their extreme reliability under the severe duties imposed upon them in the hands of these hardy people, soon attracted the attention of yachtsmen and others and gradually the Kahlenberg opened a new field for a medium and heavy duty engine until today they are shipped to almost every part of the globe and are used in all types of craft from the heavy working fishing boats to the finest cruisers..."[15]

In 1914, Kahlenberg built their first heavy duty marine engine that employed the mechanical injection of fuel oil which was designed, developed, patented and built by William R. Kahlenberg. This model became so popular that according to their history, they had more of these semi-diesel engines on commercial fishing vessels on the Great Lakes than all other makes combined.[16]

The engine did well on the global market as well and the Kahlenberg could be found not only in the United States and Canada, but also in the Orient, Latin America, and the Mediterranean region.[17]

To economize gasoline during World War I, fuel oil engines began replacing the gasoline type for heavy-duty commercial service. The semi-diesel models that Kahlenberg built during the 1920s ranged from 20 to 200 horsepower.[18]

In 1924, an additional 100 percent floor space was added to the plant and fittingly, a new, larger Kahlenberg engine was added to provide power for the enlarged facility. [19]It still resides in the plant, though it is no longer used.[20]

During the Depression Years, Kahlenberg targeted the river markets and commercial towing on the Mississippi and Ohio Rivers and their tributaries. A Kahlenberg engine was installed in the first tunnel type towboat on the Cumberland and Ohio Rivers.[21] It was during these hard economic times that Kahlenberg wisely diversified their products. In 1930, the famous Kahlenberg air horn, which today is installed in ninety per cent of the inland towboats of the United States, was first designed and built. Many accessories for engines were also developed and manufactured during this time, such as bearings, power take off clutches, pumps, shafting, and propellers.[22] Their advertisement, celebrating the Two Rivers Centennial of 1936 reads,

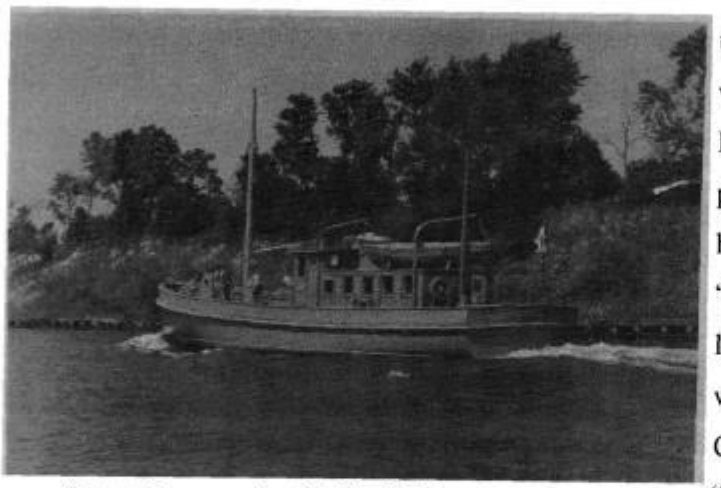
> "Kahlenberg Bros. fought off no Indians, cleared no forests nor tilled the soil, but nevertheless were true pioneers when in the nineties they launched into the internal combustion engine industry...a new industry at the time, hazardous and uncharted."[23]

World War II brought new challenges to the small company. Prior to the United States involvement in the War, Kahlenberg Bros. had a contract with the Dutch government in 1940 and 1941 for heavy-duty marine engines for the fisheries in Batavia, Java, the Dutch West Indies (Indonesia). Then, late in...

> "...1941, just before the Japanese entered Java, the Dutch West Indies, the Americans in passing through found five Kahlenberg 150 horsepower, three cylinder units in crates on the docks there. These engines had originally been intended for a Dutch trawler. In an effort to prevent confiscation of the engines by the Japanese, the Americans immediately loaded them on board ship for Australia and installed them in Australian sailing schooners. They schooners were then used by MacArthur's men to return to the Philippines in early 1942 to smuggle small arms and ammunition to the guerrillas. These and other similar boats play a very large part in the early campaigns against the Japanese in the Solomons and New Guinea...."[24]

In part because of the excellent reputation the engine enjoyed in the Pacific Theater, the Kahlenberg's were awarded a government contract. The government ordered three hundred Kahlenberg engines of 120 and 250 horsepower. William R. Kahlenberg assured the government his small company could meet the challenge and they promptly devoted total commitment and energy to the War effort, exclusively producing engines for the United States Transportation Corps.[25] The government eventually extended its order to produce as many engines as possible. At the height of production, the Company had over one hundred employees who worked 70 hours a week and more to meet production needs. No engines were produced for any other agency or private enterprise. In 1942, they had also produced over one thousand navigation whistles and five hundred steel propellers for World War II war vessels.[26]

On August 12, 1944, the Kahlenberg Bros. Co. received government recognition for



Army Transport with the Kahlenberg Engine

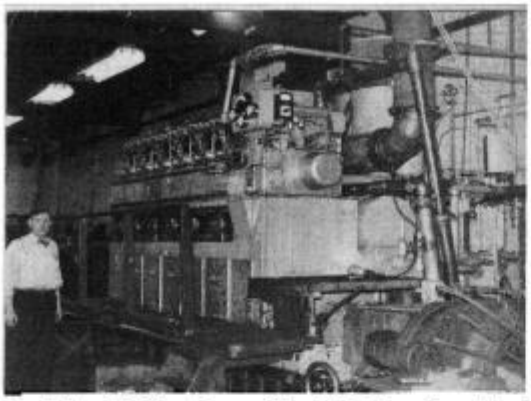
their war production achievements when Under-Secretary of War, Robert P. Patterson, sent the Company a letter notifying them they had received the ARMY-NAVY "E" for excellence award. The letter, addressed to the men and women of the Kahlenberg Bros. Co., read,

> "This is to inform you that the Army and Navy are conferring upon you the Army-Navy Production Award for high achievement in the production of war materials. Your patriotism, as shown by your remarkable production record is helping our country along the road to victory. May I extend to you men and women of the Kahlenberg Brothers my congratulations for accomplishing more than once what seemed reasonable or possible. In conferring this award, the Army and Navy will give you a flag to fly above your plant and will present to every individual within it a lapel pin symbolic of leadership on the production front." [27]

The award was present to the Company on September 14, 1944 at 5 p.m. at the Hamilton Community House in Two Rivers. Among those attending the ceremonies were William R. Kahlenberg, president and co-founder, William J. Kahlenberg, his son and vice president of the company; Colonel Dan A. Hardt, Commanding Officer, Sixth Transportation, and Commander G.C. Weaver, U.S.N. Supervisor of Shipbuilding, Manitowoc, Wisconsin.[28]

After the war, the domestic sales of the surplus marine engines dropped as did the sale of vessels. The building frenzy of the war years created a glut of vessels and engines were selling at new lows. But some overseas markets did open up. European countries under the Marshall Plan had U.S. dollars to spend. Latin America, the Caribbean, the Philippines, and Greek and Turkish fishing vessels also purchased Kahlenberg engines.[29]

The 1950s were years of innovation and transition for the Kahlenberg Bros. Co. In 1954, the Company developed the Model E engine designed by Roger Kahlenberg, then their chief engineer. This was their first turbo charged engine and was used first in the towboat SANDRA MARIE. The turbo-charged unit utilized the energy of the exhaust gases to force additional quantities of air to the cylinders. This was Kahlenberg's deluxe model which took over six years to develop. The six-cylinder version developed 600-900 horsepower in the three hun-





The Kahlenberg Model E Engine, their first turbo-charged engine, and the Sandra Marie, the first towboat to use it.

dred to four hundred R.P.M. range. It was twelve feet two inches long and six and one-half feet high above the crankshaft centerline. It weighed 34,000 pounds and was used in log boom tugs, army transports, tankers, and towboats. Unfortunately, the cost of manufacturing it was about $90,000 and to be competitive the company had to sell the engine for $60,000. This loss of revenue led in part to the Kahlenberg's fiscal decision to discontinue the manufacture of engines in 1964.[29]

Fortunately, because the Kahlenberg's had diversified during the lean years of the Depression, their other accessories, especially the famous Kahlenberg Air Horn, continued to sell very well. In fact, when the steam whistle for the TITANIC was raised, it was sent to the Kahlenberg Company in 1998 to be tested.

In correspondence with the Rogers Street Fishing Village Museum in Two Rivers, William J. Kahlenberg also states…

> "Another thing not generally known is that Kahlenberg pioneered in the propeller field at the turn of the century, furnishing steel propellers to almost all the fishing vessels of any size. This business has flourished and developed into the manufacture of fairly large stainless steel propellers used all over the world today."[30]

Today, the air horns which the company began to manufacture in the 1930s are famous throughout the world. Made of chrome and brass, they are placed in ninety percent of the world's mega yachts, and others are installed on military vessels such as combat ships, aircraft carriers, submarines and guided missile cruisers. A specially designed air horn has been featured each year in the Orange Bowl parade. The horn is six feet long and seventeen inches in diameter and operates at seventy cycles per second. The Company still manufactures and repairs propeller as they have done since the turn of the century. They also manufacture piston

horns as well as fog signal times, whistle controls, air and steam whistles, stuffing boxes, coupling, shaft and rudder stocks. They also do subcontract machine work as well as offer kort nozzles and ABS-USCG air tanks.

Today the company uses state of the art technology and computerized machinery, and upgrades are constantly being added to the facility. One of their latest products is an eight-chime air horn capable of playing twenty songs. In fact, the Company produces about six hundred types and sounds of horns. The Kahlenberg air horn is not for the faint of heart; the loudest blast can be heard ten miles away.

Still, it was the quality of their engines that gave the Kahlenberg Company the longevity and reputation it still enjoys today. And on a hot summer day at Rogers Street Fishing Village, the volunteers will patiently light the switch of a 1924, 3-cylinder, 50 h.p. Kahlenberg engine, turn on the air and shoot several strokes of number one oil into each cylinder and a steady "whiiiissshhh" is heard as the flame heats the combustion chamber. The injection control lever is set, the throttle opened, the air control handle operated, ... and suddenly, the sound of the Kahlenberg engine, once given up for dead, defiantly roars back into life.



1930s Air Horn

The Company that roared into the twentieth century with engines now is prepared to blast its way into the twenty-first with air horns.

Notes:

[1] From the Kahlenberg Papers. Letter filed compiled by Sandra J. Zipperer

[2] Herald Times Reporter April 20, 1976. Articles on the Kahlenberg steam engine purchased by Eggers Veneer and Seating Company and the selling of the press see Die Wahreit. Manitowoc. January 11, 1898, and August 29, 1899.

[3] Kahlenberg Papers. Tribute to Wm. R. Kahlenberg by Elks Lodge. Given by Ralph I. Scheur, December1, 1957.

[4] Historic Two Rivers: Nineteenth Century Fishing District. p.1. Prepared by North Point Historical So-

ciety under a Project Grant by Wisconsin Coastal Management Program

[5] Historic Two Rivers: Nineteenth Century Fishing District. Fishing: Oldest Industry in Two Rivers, Mary Ann Eggers, p.12. Neshotah: The Story of Two Rivers, Wisconsin, Evan Gagnon.

[6] Two Rivers Reporter. January 30, 1951. Gagnon, p. 243.

[7] From information received from Stan Grayson, engine expert and author on December 4, 1997. For more information on the evolution of engines, see his book, Engines Afloat.

[8] Interview with Karl W. Kahlenberg, past company president on September 10, 1996 and Elks Lodge Tribute. Kahlenberg Papers.

[9] Two Rivers Reporter. January 30, 1951

[10] Price List Manual.

[11] Marine Engine Manual.

[12] Manitowoc Tribune. Thursday, September 22, 1898.

[14] Kahlenberg Co. Letter files.

[15] Kahlenberg Catalogue 1916 p.4

[16] Kahlenberg Co. history files.

[17] The Kahlenberg Co. history files. Two Rivers Reporter. January 30, 1951

[18] The Kahlenberg Catalogue p.5

[19] The Kahlenberg Company History files.

[20] The Kahlenberg Company History files.

[21] The Kahlenberg Company History files.

[22] The Kahlenberg Company History files..

[23] Herald Times Reporter. April 20, 1976.

[24] Herald Times Reporter. April 20, 1976.

[25] Kahlenberg Co. history files.

[26] Kahlenberg Co. history files.

[27] Kahlenberg Papers. Army Navy Award file.

[28] Kahlenberg Papers. Army Navy Award file.

[29] Interview with Karl Kahlenberg. May 23, 1996. Herald Times Reporter. April 20, 1976.

[29] Interview with Karl Kahlenberg. May 23, 1996.

[30] Kahlenberg papers. Business files.

[31] Photos courtesy of Sandra Zipperer collection.

The Niagara Escarpment in Wisconsin

By Mark A. Walter

Background

In response to concerns about the impacts of development on the natural resources associated with the Niagara escarpment, in June of 1998 the Bay-Lake Regional Planning Commission applied for and received a grant from the US Environmental Protection Agency (USEPA) to study the impacts of development on the vital resources associated with the Niagara escarpment in Wisconsin. In October 1998, the Commission began to collect data on the land uses and natural resources associated with the Niagara escarpment in Wisconsin. The study examined the pressures of development on the Niagara escarpment and these natural resources, archaeological and historic sites. The study was the first step in the development of a comprehensive assessment of the Niagara escarpment in Wisconsin. The study collected and assessed the types of physical, social, and regulatory data that are available within the communities in the six counties in Wisconsin that are traversed by the Niagara escarpment. In addition, the study identified deficiencies in data and made recommendations for additional data collection where appropriate. The study was intended to provide background material for future studies of the Niagara escarpment as well as to identify areas where additional data gathering and study could be focused. A final report entitled *An Inventory and Assessment of the Natural Resources of the Niagara Escarpment in Wisconsin* was completed in March 2001.

This presentation is a summary of the inventory results and recommendations from that report.

What is the Niagara Escarpment?

The Niagara escarpment is a geologic landform that crosses state and national borders. It is a sickle-shaped cuesta (a ridge with a steep face on one side and a gentle slope on the other) that begins in western New York State and runs through central Ontario into Michigan, ending in south central Wisconsin. Variously known locally as 'the Ledge', 'the Bluff', 'the Ridge', 'the Hill', 'the Escarpment', 'the Cliff', and more regionally as 'the Great Arc' and 'the Giant's Rib,' the escarpment is a unique ecosystem in North America covering an area from Niagara Falls in New York state through the province of Ontario in Canada along the edge of Lakes Huron and Ontario, and then back into the United States along the northern edge of Lake Michigan in the Upper Peninsula of Michigan curving south into Wisconsin along the Door County

peninsula. Subsequently, it becomes covered by soil and glacial till as it travels south along the eastern edge of Lake Winnebago into southern Wisconsin. Exposed areas of the escarpment have been identified in northern Illinois, western Wisconsin and eastern Iowa. Notable features include Niagara Falls in northern New York State, the Bruce Peninsula and Manitoulin Island in southern and central Ontario, the Garden Peninsula in Upper Michigan and the Door Peninsula in Wisconsin. The escarpment follows a path along parts of Lake Erie, Lake Ontario, Lake Huron, and Lake Michigan as well as along the east side of Lake Winnebago.

The Niagara escarpment in Wisconsin is a portion of this larger system. Within Wisconsin, the Niagara escarpment is a linear feature that starts at Washington Island at the tip of Door County, follows southwesterly along the western edge of the Door Peninsula to the northeast side of the city of Green Bay, subsequently turning more southerly and becoming covered with glacial till for several miles, then reappearing in the towns of Ledgeview and Morrison in southern Brown County. It then becomes covered again and reemerges in northern Calumet County on the northeast shore of Lake Winnebago. From the northeastern edge of Lake Winnebago, the Niagara escarpment goes south along the eastern edge of the lake through Calumet County to the eastern side of the city of Fond du Lac. From Fond du Lac, the Niagara escarpment traces southwest through the town of Oakfield into north central Dodge County. At this point, the Niagara escarpment forms a portion of the eastern edge of Horicon Marsh. The escarpment then becomes covered with till with some small outcrops in Waukesha County, Wisconsin, northern Illinois, and northeastern Iowa.

The focus of our study was on those portions of the Niagara Escarpment in Wisconsin covered by a corridor more than 150 miles long and from 1,000 feet to several miles wide, centered on the Niagara escarpment from Door County to Dodge County in Wisconsin. Portions of the Niagara escarpment that are located within Door, Kewaunee, Brown, Calumet, Fond du Lac and Dodge Counties are included within the study area. Three cities, five villages and 30 towns are located in within the study area in these six counties in eastern and east central Wisconsin.

Problem Identification

In order to get a better understanding of the Niagara escarpment in Wisconsin, the Bay-Lake Regional Planning Commission concluded that an inventory of the resources associated with the Niagara escarpment in Wisconsin would help determine if the pressures on the resources of the Niagara escarpment in Wisconsin are similar to issues that have been identified in other areas

along the escarpment. This inventory would also provide a basis of comparison for future studies and for tracking changes over time.

An inventory of the land uses and resources along the escarpment was used to identify areas where development pressures are threatening natural resources associated with the escarpment. Some issues of concern include: condominium, residential and commercial development along both the base and the top of the escarpment, removal of vegetation along the escarpment to improve the view of the bay, development of gravel pits along the escarpment, channelization of waterways draining through the escarpment, numerous archeological sites at the base of the escarpment being disturbed by development, and unique wildlife habitats and species being disturbed by extensive development pressures along the escarpment.

Study Contents

The study was conducted jointly by the Bay-Lake Regional Planning Commission with assistance from the U.S. Fish & Wildlife Service, the Nature Conservancy, East Central Wisconsin Regional Planning Commission, Wisconsin Department of Natural Resources, U.S. Army Corps of Engineers, the University of Wisconsin - Green Bay and local planners and citizens to inventory the natural resources and land uses associated with the Niagara escarpment in Wisconsin. The inventory included a detailed analysis and description of the land use and land cover of the area, as well as the flora, fauna, geology, soils, wetlands and wildlife habitat on or adjacent to the escarpment. A background of the history of settlement and development along the escarpment was provided in the report.

Assessment and Recommendations

The study provides a summary of problems and recommended solutions, including delineation of environmental corridors, to mitigate impacts of development on key resources as well as an analysis of the impacts to vital natural and unique resources above and below the escarpment.

Some History on Commercial Fishing In the Two Rivers Area

By Peter LeClair

My Great Grandfather came to Two Creeks, which is 10 miles North of Two Rivers, around the middle 1880's and farmed for several years. He then started fishing in the 1900's, fishing for lake trout with row boats and sail boats. They started fishing with pond nets and later converted to gill nets, which made it easier to fish. Their net caught fish around their gills and the fishermen had to pick them out of the net one by one. Later he called his three brothers to come to Two Rivers and they all became fishermen.

These people had many sons and most of them became fishermen, but they moved their operations to Two Rivers and expanded to different fishing gear like drop nets and deep-water pond nets, and built some chub boats to fish gill nets in deep water. The fishing fleet built up to over 18 fishing operations in Two Rivers by 1946. This was the only generation where their



Tugs in the Harbor at Two Rivers, 1934.



Winter Fishing at Two Rivers



Icebreaking in the Two Rivers Harbor

sons fished, but their sons never became involved. Our next generation is going to be less every year, because no young men are interested in the fish business. They all get seasick and don't like the long and hard work it takes to be a fishermen.

In 1944, I started working for my Dad during the summer school vacation. I graduated in 1946 and became a full time fisherman. I got seasick for another two years before I stopped getting sick. We had lots of fish tugs those years until late 1980's, when that whole generation got old and quit. At the present time we have only two full time and one part time fishermen in Two Rivers. In 10 years, I believe, there will be no commercial fishery in Two Rivers, because the sport fishermen and DNR keep putting more rules on our fishery so that it is almost impossible to make a living.

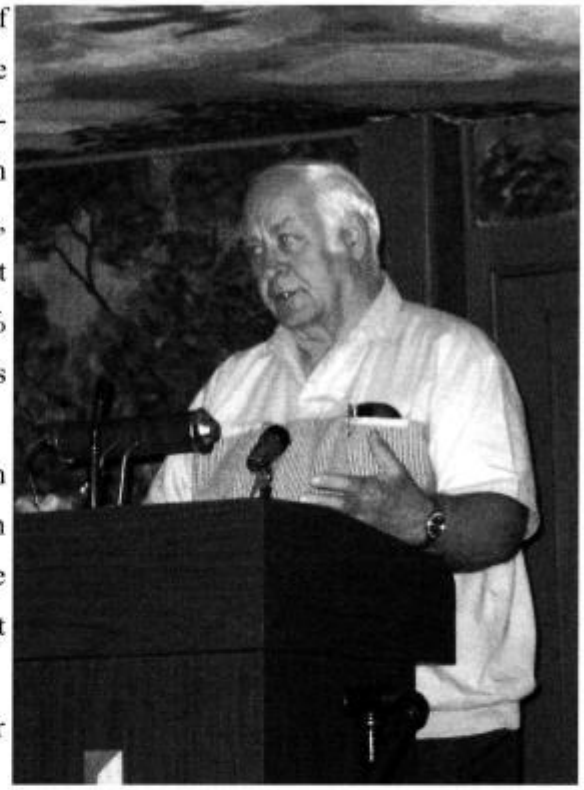
In 1950, I purchased my dad's gill net boat and fished until 1962. Then we purchased a boat from Lake Erie and made a trawler out of it to catch the big volume of alewives that moved into the lake from the ocean. We fished these fish until the late 1980's and now we have two trawlers that can only fish for smelt from November 15 to April 20 each year. This fishery is on a decline also, because of big volumes of predator fish planted by the Wisconsin DNR and States of Michigan, Illinois and Indiana.



The LeClair Brothers Tug

Susie Q Fish Company now hails the state record of 250,000 pounds of alewives caught in one day. These alewives were processed into fishmeal and frozen in 50-pound blocks for cat and dog food. Because of high alewife abundance, all four states planted Chinook, Coho, brown trout and Lake trout. The DNR and Sport Groups again closed the alewife fishery and kept 100% of the alewives for Salmon food, so we again lost this fishery.

We started a whitefish fishery around 1996 with trap nets to try to remain a viable fishery, but the season is short, nets are expensive, and the price is to low to be really profitable. This is only a part time fishery, but every little bit helps to pay bills.



Peter LeClair, telling the story of his family's fishing business in Two Rivers at the 2003 meeting of the FHAW

I retired in 1991 and my three sons took over and started the Susie Q Fish market, where we process our own fish such as Whitefish fillets, smoked chubs and dressed smelt. We also smoke salmon, lake trout, carp, herring etc., which we purchase. We purchase about five semi-loads of wood for our smoking business. All this wood has to be cut in 20" chunks and then split to dry for a year before we can use it for smoking. We have many distributors around Wisconsin and Illinois. We believe this will be the future for the next generation when it comes to Commercial Fishing in Two Rivers and many other ports along the Wisconsin Shoreline.

Notes:

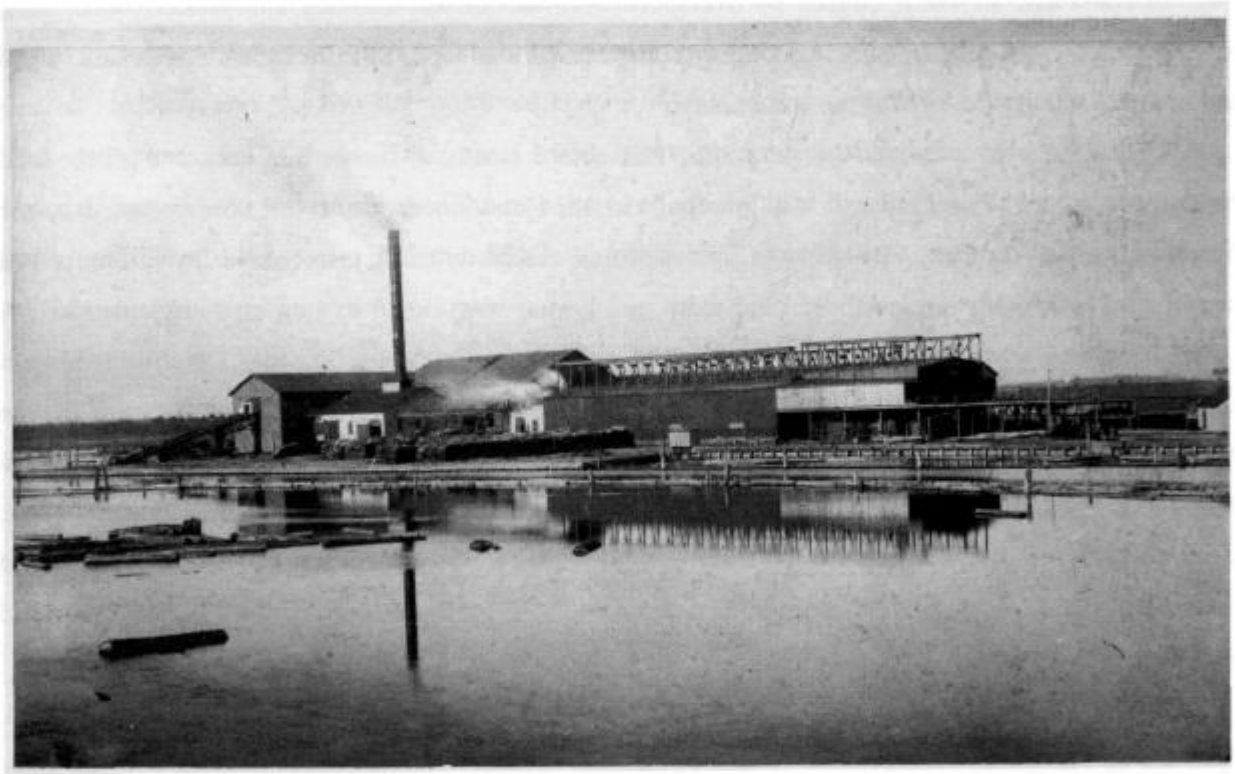
Photos courtesy of the Rogers Street Fishing Village Museum.

A History of Two Rivers Woodworking Industries

By Robert Walkner

THE SAWMILLS

The first mention of any sawmill in the Two Rivers area was in 1835. A Frenchman, Oliver Lougrine (Lonzo) applied at the Green Bay land office for 320 acres that he intended to settle along the north bank of the Neshoto River. A steam-powered sawmill was constructed there during the winter of 1836 and spring of 1837, and Lougrine operated it, although Robert M. Eberts, Judge John Lawe, and John P. Arndt of Green Bay owned it. This was the nucleus of the town of Two Rivers and Lougrine was the first white settler. He operated the mill until Two Rivers and the nation were hit by a depression known as the Panic of 1837. The mill remained closed until 1843 when Andrew Vieau took charge under the direction of Judge Lawe. Vieau operated the mill until 1847 when it was sold to H. H. Smith



The Mann Brothers Sawmill inTwo Rivers, 1890.

Editor's Note: This series of essays is on four separate industries in Two Rivers that were dependent on wood or wood products. Together they provide multiple views into the businesses that grew up in this area of the big North Woods. Each was dependent on the forest to produce its products, and each was forced to deal with the depletion of once "inexhaustible" resources of the forest.

(known as "Deacon Smith"). A few years later the mill, which became known as the "Old Mill," became part of the Pail Factory. Dense pine and hemlock trees covered the entire area. Logs were floated to the mill on the Neshoto and Mishicot rivers in the summer and hauled by sleigh on the ice during the winter.

During this same period another sawmill was constructed adjacent to the existing mill. The "New Mill" contained a circular log saw, bolter and lathe saws, and a siding mill for sawing six inch cants with thick and thin edges alternately. This mill ceased operation in 1861 or 1862.

Judge Lawe's sawmill was joined in 1852 by another mill owned and operated by Isaac Taylor. Taylor's mill stood on the south side of the Neshoto River on what later became the coal dock. Taylor constructed a pier extending out onto Lake Michigan and located it next to the one built by Deacon Smith. These piers enabled them to load and unload products directly onto boats, whereas before they had to take goods out to anchored boats by using scows. Isaac Taylor operated the mill for several years before he sold his interests to the Pierpont Company, of which H.S. Peirpont was the local manager. The Pierpont Company failed during the Panic (or depression) of 1857.

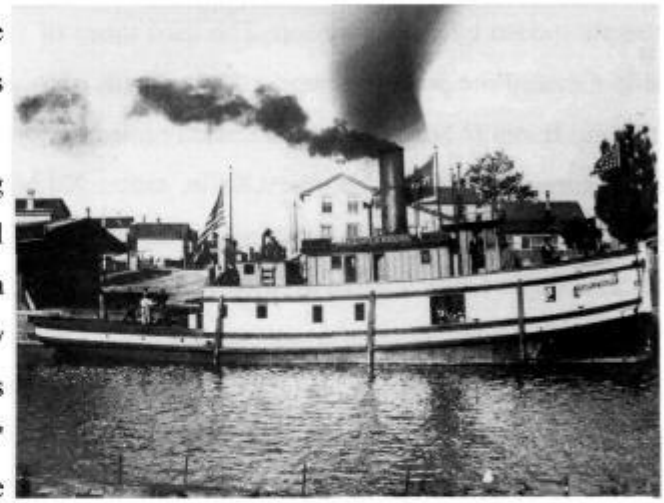
The Panic of 1857, caused by overspeculation in railroad building and western land sales, inflated currency, weakened state banking systems, caused a collapse of farm export prices, and ruined commercial activity throughout the community.

The Panic hit at about the same time that choice stands of timber had been cut off the land around the village. The Lindstedt mill was built in 1855 and stood on the site now occupied by the Eggers Plywood Company. In 1857 the Lindstedt mill closed down. A man named David Smoke had constructed a sawmill just north of Lindstedt's and he too was forced to stop operations in 1857. A sawmill built by a Mr. Herbig was erected in 1854 and ran for five years. The logs were received from the woods north of town near Molash Creek, and put on rafts, which were towed by horses along the lakeshore through the harbor and to the mill. After the logs were sawed into boards they were hauled by teams to the pier and loaded on vessels to be shipped. The mill employed 50 or 60 men. It is said to have been the most beautiful sawmill the community ever had, but it was soon destroyed. The boiler exploded one noon hour during the summer while all the men were gone to dinner. The mill burned down and was never rebuilt.

Due to the number of mills in the area, the local timber supply was rapidly being depleted. Because of this, the Two Rivers Manufacturing Company purchased a tugboat named the Temple Emery in about 1888 to tow log rafts from Escanaba and Manistique Michigan to Two Rivers. These rafts contained from one million to a million and a half feet of timber. The tug was 92 feet long with a 22-foot beam, and it drew 12 feet of water. It had a crew of 11 men: the captain, a mate, two engineers, a cook, two firemen, two wheelmen, and two coal passers. The trip between Escanaba and Two Rivers took

from eight to sixteen days. The rafts were broken down in the harbor basin and the logs taken up river to the mill with a smaller tug.

The Two Rivers Manufacturing Company prospered in the years after the Civil War. In one year the firm worked up ten million board feet of lumber in its factories. Many "lumber" towns faded badly while Two Rivers was prospering. The secret of Two Rivers' success lay in her transfer from lumbering to the woodenware field.



The Mann Brothers' Tug *Temple Emery*

THE CHAIR FACTORY

The New England Manufacturing Company built the chair factory in the summer of 1856. The company was composed of Aldrich Smith & Company of Two Rivers, Wm. Honey, Thomas Burns, Charles Jennison, and Alanson Hall of Massachusetts. Mr. Honey was superintendent of sawing out the stock and preparation of the stock for use, Charles Jennison of the chair and furniture making, Thomas Burns of the painting and finishing of the manufactured articles, and Mr. Hall worked at painting in the factory. Mr. Jennison gave up the superintendence of the chair-making department in 1858 or 1859 and



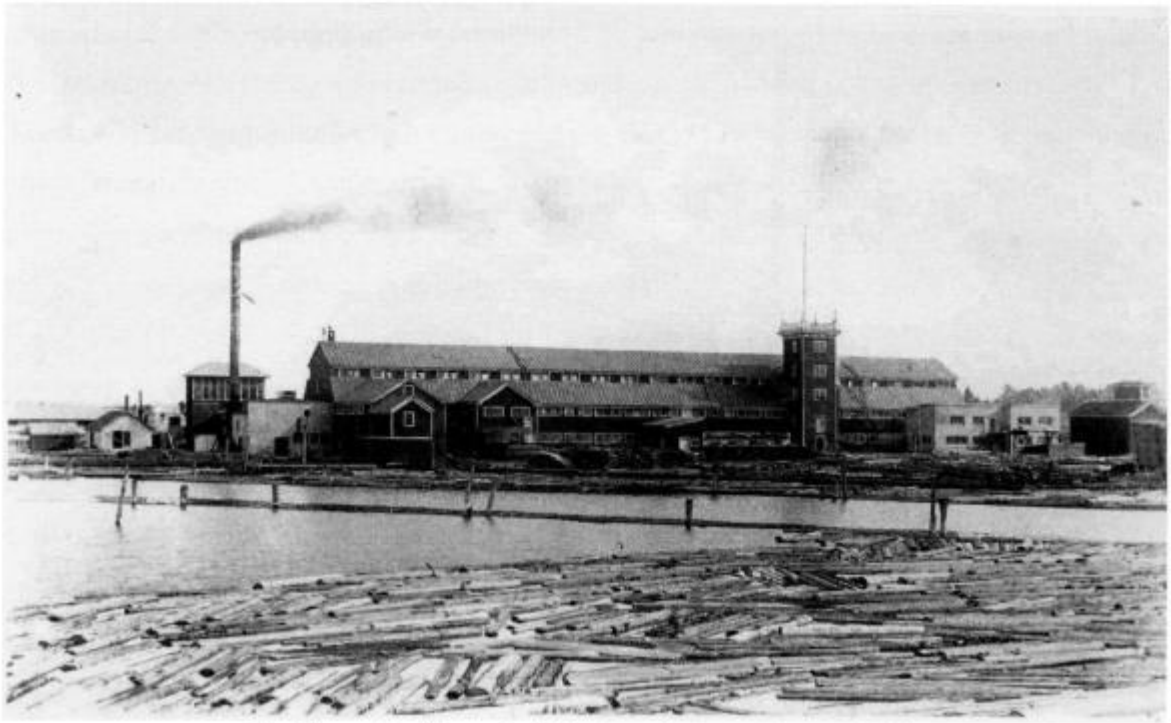
The Mann Brother Chair Factory in Two Rivers, 1890

was succeeded by Wm. Johnson. The hard times of 1857 and 58 were disastrous to the New England Mfg. Co. and the property came into the hands of Aldrich, Smith & Co. and their successors. In 1859 John N. Burns (a son of Thomas Burns) rented the property and assumed the operation of the factory. Mr. George Simonds of Newbury, Ohio, succeeded Mr. Johnson as superintendent of the chair-making department. John H. Burns operated the works until after 1862 and Joseph Mann operated it soon after he came to Two Rivers. This became part of the Two Rivers Manufacturing Company.

Mr. Honey remained with the factory until about 1864. Mr. J.B. Lord of Gardner, Mass. writes as follows:

> "I arrived in Two Rivers in the month of September, 1856, the chair factory buildings being built and most of the machinery installed. The engine was made in Fitchburg, Mass., and was shipped to Two Rivers by propeller from Buffalo late in the fall of 1856, but was caught at Mackinaw in the ice and did not arrive at it's destination until early in the spring of 1857. When part of the machinery was in running order, Geo. W. Honey (a son of Wm. Honey), and myself made, partly by hand, the first chairs, some office chairs for the Lake House."

The chair factory was operated as part of the Two Rivers Manufacturing Company until around 1900 when it was lost in a fire. It wasn't rebuilt. The Aluminum Goods Manufacturing Company, later known as the Mirro Aluminum Company, operated an aluminum stamping plant on the property until 1983. In 1984, Eggers Plywood acquired the Mirro buildings and currently manufacture plywood products..



The Mann Brothers Pail Factory in Two Rivers, 1890

THE PAIL FACTORY

The building of the pail factory commenced in March of 1857, built by Henry C. Hamilton & Co.; the company being Aldrich, Smith & Co., Henry C. Hamilton of Two Rivers and William Metcalf, a brother-in-law of Hamilton, of Lockport, N.Y. The firm of Aldrich, Smith, & Co. consisted of William Aldrich, H. H. Smith, known as "Deacon Smith," and a Mr. Medbury of Milwaukee, Wisconsin. The architect of the pail factory was Homer Glass, a millwright of ability who superintended the erection of the building. It was 40 x 120 feet, had two stories and an attic, and also had an addition on the south side for a large sawmill. The mill contained two boilers, an engine, shafting and pulleys, a Muley saw, a cut-off saw, and two bench circular saws of 36 and 40 inches in diameter. After completing the work he moved to Racine where he died several years ago. Mr. G. H. Albee arrived in Two Rivers March 30, 1857, having been engaged by Mr. H. H. Smith to superintend the erection of the pail and tub making machinery and operation of the factory.

Obed Mattoon (now a retired chair manufacturer of Milwaukee) and Harrison Cheney of West Swazney, New Hampshire (Mr. Albee's native place), accompanied him. They came on the schooner "Brilliant" of Milwaukee from that city, as there was no railroad north of Milwaukee. Mattoon and Cheney were hired to run the paint department, but found employment at the chair factory until the pail factory was in running order.

The woodenware machinery first installed in the factory consisted of one tub stave saw, two pail stave saws, one tub turning lathe and matcher, three pail lathes and matchers, one heading planer, one bottom jointer, one pair of hoop rolls, one pail and one tub hoop punch, one tub bottom cutter, one pail bottom cutter, one pail ear cutter, and one paint grinding mill. All of this was on the second and third floors. Within six or eight years the factory was extended to the east end an additional 88 feet. Another tub lathe was installed, an engine lathe and iron planer added, a feed mill, and also machinery for making barrel covers and hand sleds was put in. Ten brick dry kilns supplied the dry stock.

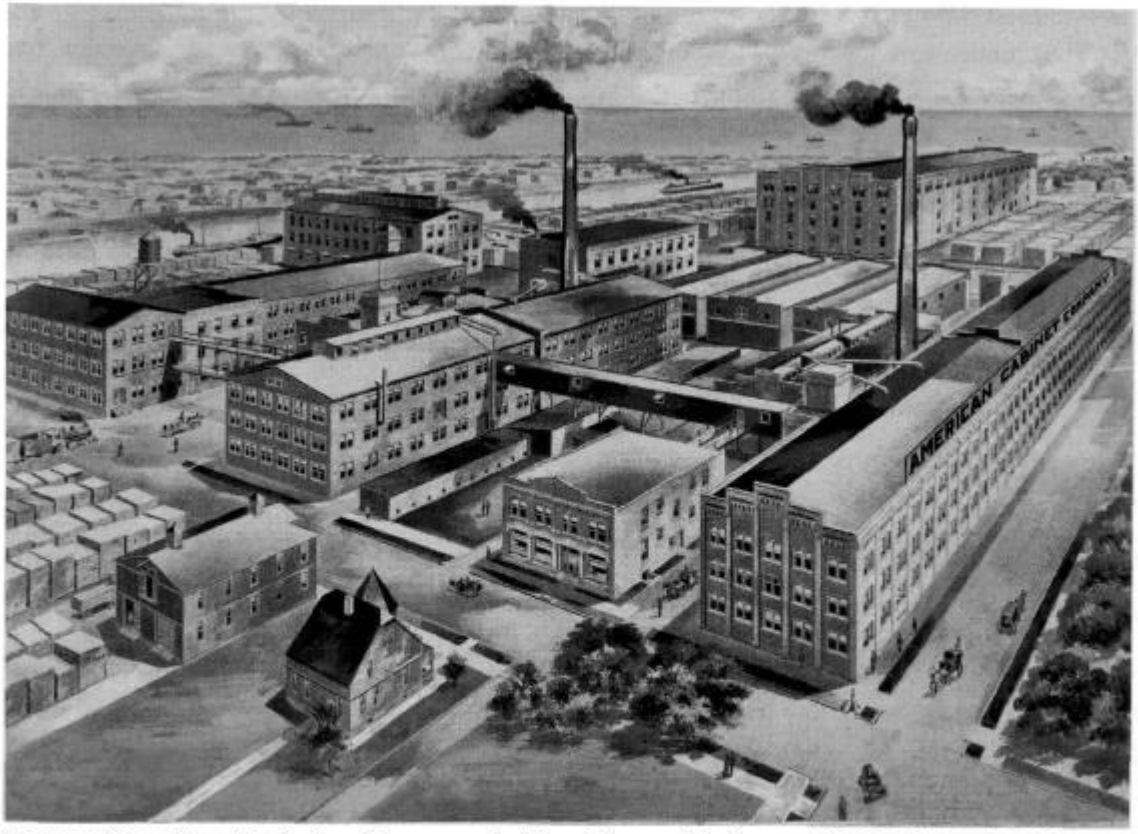
On the lower floor, David Pratt of Swanzey, New Hampshire, installed two clothes pin lathes, a pin slotter and saws of his own. He made clothes pins for an agreed price per box, the factory furnishing stock in the board. Pratt remained nearly two years until he sold to Mr. E.E. Bolls, who added broom handles. In 1861, Bolls sold out to S. J. Fay and Mr. Albee, who put in gang saws and improved clothes pin lathes. They in turn sold out in 1865 to the current factory owners.

The financial crash of the fall of 1857 threw the firms of Aldrich, Smith & Co., and that of H. C. Hamilton and Co. into difficulties too great for their resources. Therefore an assignment was made to S. H. Seaman & Co. which composed of S. H. Seaman and Conrad Baetz. Since Mr. William Aldrich was retiring and the firm of Henry C. Hamilton & Co. was being wiped out, Messrs. S. H. Seaman & Co. operated the business of Aldrich, Smith & Co. This included the "Old Mill" on the north bank of the

Neshoto river near the Washington Street bridge, the "New Mill" directly opposite on the south side of the river, the blacksmith shop, the store, the Lake House, and several dwellings. It also included farm and timber lands in Manitowoc and Brown counties, teams, barns, and warehouses. These men also operated the pail factory until the winter of 1860-61, when Mr. Joseph Mann (of the Mann Brothers firm in Milwaukee) came to Two Rivers and purchased an interest in the properties. Mr. H. H. Smith retained an interest but S. H. Seaman retired from management of the business, which Joseph Mann then assumed. Leopold Mann came to Two Rivers three or four years later and acquired an interest in the business and assumed part of its management.

During the civil war, the Mann Brothers (Joseph, Leopold, and Henry) took control of both the pail factory and the chair factory. They made many products for the Union Army. The company became known as the Two Rivers Manufacturing Company. They also owned and operated a large general store on Washington Street. Due to a shortage of currency during the war, the company began paying their employees in "scrip." The scrip was only accepted at the company store; this benefited the owners but didn't sit well with the employees. They went on strike over the issue. The strike was short; the employees won and went back to being paid cash.

The brothers ran the company for over 30 years and retired around 1900. The Mann family



The Hamilton Manufacturing Company in Two Rivers. Between 4,000,000 and 5,000,000 feet of raw material were constantly on hand.

made many financial contributions to the area: the public library was even named after Joseph Mann.

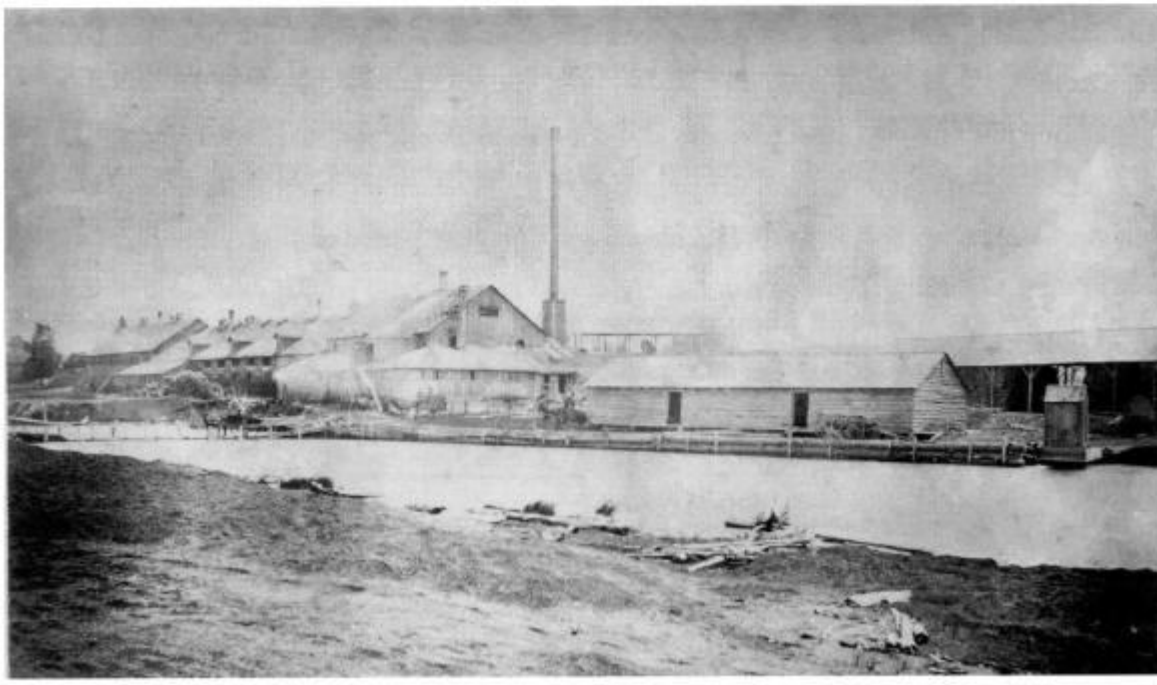
Because the early buildings didn't have sprinkler systems, there was always a danger of fire. Fire destroyed the pail factory around 1870, but it was immediately rebuilt. Seven years later it was again destroyed by fire. Once again it was rebuilt and operated until 1918 when it closed due to lack of raw materials. The empty factory again caught fire in 1920. Because firewalls had been installed in the last rebuilding project, part of the building was saved. The Metal Ware Corporation now occupies the building.

THE TANNING INDUSTRY

In the winter of 1851 Cyrus Whitcomb, Rufus Allen, and George W. Allen came to Two Rivers to begin erecting a tannery to be known as the Wisconsin Leather Company. They chose a flat spot on the east side of the Mishicot River about two miles upstream from the lake. The location was chosen because of the dense growth of hemlock and its proximity to Lake Michigan.

The timber for the frames was hewn right out of the forest at hand. The lumber was brought up the river, since there were no roads until the next year. The brick was brought by vessel from Milwaukee. Many of the workers were brought in from the East where they had been employed at a tannery in Cazenovia, Madison County, New York. A large chimney remained just East of the Tannery bridge, a monument to the departed industry long after the old tannery had been discontinued.

The company bought about 1200 acres of government land which was covered with a growth of



The Tannery operated for 36 years using bark from the vast hemlock forests.

hemlock for 50 cents an acre, and the bark was removed within a stone's throw of the tannery .The hides were brought from slaughter houses in Milwaukee and Chicago by boat during the summer. These boats stopped twice a week at the Two Rivers piers. During the winter they were hauled by teams from Milwaukee. It took a full week to make the round trip with the horses. Of the leather they tanned, most of it was a heavier type used for harnesses and soles.

The machinery for the original plant came from Milwaukee, the engine being 80 horsepower. About 100 men were employed. The main building measured 315 x 50 feet, and processed about 60,000 hides a year. The tannery used nearly 7000 tons of hemlock bark a year. As the company's supply of bark began to dwindle, the area woodsmen and farmers began to cut and haul their bark to the tannery. The farmers received from five to seven dollars a cord and cut in an area extending about fifteen miles from the tannery. This was pretty good pay, considering it would have just been scrap when the farmers cut down trees to clear land.

A little village sprang up around the tannery: seven large houses were built for the married workers, along with a boarding house for 40 men. A school was started here in the wing of a shanty attached to the boarding house. A provision store was also started, as well as a blacksmith shop and stables for the horses. A few years later a brick schoolhouse was built and remained open until 1960 when all of the one-room schools in Manitowoc County were closed.

In 1861 a second tannery was built just south of the first one, and for a time both were in operation. Later on, the first one plant was torn down and the second one operated alone. In 1887 when the supply of bark was exhausted, it was deemed advisable to close the plant. The operation was moved to Milwaukee along with many of the employees. The remaining buildings were destroyed accidentally by a fire in 1891.

During this time two other tanneries also operated in Two Rivers. Carl Winkelmiller started one in 1856 on a site just east of the northern approach of the Washington Street Bridge. He was forced to discontinue business in 1888. In 1870, H. Lohman and Company started on land just north of the Eggers Veneer Seating Company. The Lohman tannery closed in 1887, and with it died the industry in Two Rivers. From what started in 1851 with an apparently inexhaustible supply of hemlock bark, the resources were used up in only 36 years.

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Photos courtesy of the Wentorf Collection.

So Much History You Can Taste It!
A Cook's Tale

Christopher Goetz

Sometimes the best history lesson is a good story. So allow me to take you to a time long ago, but not so far away, for my story is a Wisconsin story.

Anton Mueller was born into poverty and hardship. It was the year 1846, in the countryside of Bavaria. His parents were tenant farmers not owning the land they farmed. Revolution was in the air. The Grand Duke who owned the land, buildings, and animals of the farm they lived on, was not about to submit his holdings to any free thinking Revolutionaries. To prove this, he ruled with an iron fist, making life in young Anton's world a daily struggle just to survive.

As a young boy, Anton remembered his parents receiving letters from his dad's brother, who had fled Bavaria because of his roll in trying to establish a Republic that failed. The letters came from America, and he spoke of a place called Milwaukee, Wisconsin. Though neither of his parents could read or write, when the letters came they would go to the Minister, and he would read them over and over. The letters were a source of hope and inspiration.

At the age of ten, things got worse. In the middle of a disastrous potato blight, with food scarce, a Cholera epidemic was sweeping the Bavarian countryside. Both of his parents came down with Cholera, and died within days of each other, leaving young Anton alone, and homeless. The Minister contacted Anton's Uncle in America to see what could be arranged. Though his Uncle could not afford his passage to Milwaukee, (a sum of around two hundred dollars), he was able to set up an indentured servitude with a Milwaukee family by the name of Maiders. They were sausage makers and were willing to pay the passage, in return for eight years of Anton's servitude. The servitude would last until his eighteenth Birthday.

Until now, Anton had only known the hard life of an unchanging feudalistic system. The Minister took it upon himself to escort the boy as far as the port city of Bremen. It was here on the docks that Anton was introduced to the Diederichs family. They had also booked passage on the Florian, a

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Author's Note: I would like to thank the Forest History Association of Wisconsin for the opportunity to tell my story at their annual meeting. As a story teller, it is the spirit of the individuals that I try to bring to life. When looking at history we must not underestimate the important roll the human spirit plays. It is not the when, but the why, things happen the way they do. I would also like to thank my good friend Theresa Linssen for helping me put my story into words for this article.

three masted ocean clipper bound for New York. The Diederichs final destination in America was to be Manitowoc, Wisconsin, and had agreed to look after the little orphan on the long journey. The sight of this poor boy in his regional, dyed- by- hand, homespun clothing, with no more than a loaf of bread, and some cheese must have captured Mrs. Diederichs heart. She took Anton under her wing, and a friendship was started that was to last a lifetime.

Anton had never known anyone like the Diederichs. They were educated, and in his eyes, very rich. They brought with them the resources to start a good and prosperous life in America. Mrs. Diederichs was a school teacher, and spoke very good English. She took it upon herself on the long journey to Wisconsin to teach the boy proper English. He was a good student, and for the first time in his life saw that he could make his life better than anything his parents had known.

The journey aboard the Florian began August 20th, along with eight to ten other ships that all set full sail, leaving the Fatherland behind. It was to be a long and hard voyage that was to take fifty four days, experience four major storms, frequent calms and many adverse winds.

Even with all the storms and seasickness, the English lessons continued everyday all day long. By the time New York was reached, Anton had workable usage of his new native dialog, something he was always striving to improve. This he knew had been instilled by Mrs. Diederichs genteel patience and attention to proper pronunciation.

After a short stay in New York City, passage up the Hudson River was arranged on a steam ship to Albany. Then a Canal Boat took them through the Erie Canal to Buffalo, New York, 298 miles. A Steamboat was booked from Buffalo to Milwaukee, a trip that took eleven days, and was to prove to be the hardest portion of the journey.

Once they arrived in Milwaukee Anton was met by his Uncle, and he had to bid the Diederichs farewell. On their departure Mrs. Diederichs jotted down an address they could be reached at in Manitowoc. Anton looked at her in puzzlement and said, "But Mrs. Diederichs, I can't read or write, what good will this address do me". Her response was something Anton never forgot. She said, "Then you are to hang on to it, till you have learned how. I will be waiting for your letter, please don't make me wait too long." He would miss them very much.

The rest of the day was spent with his Uncle, seeing for the first time the city he was to call home for the next eight years. It was like nothing he had ever even imagined. Its harbor was filled with ships from all over the Great Lakes. There were so many different kinds, each one with its own job to do. The Schooners hauled lumber. Steam boats were loading and unloading people. Fishing boats were filled with fresh fish. Everyone was coming, or going, buying and selling. It had an energy about it that made Anton, for the first time in his short life, feel really alive.

From the harbor they crossed the river and entered the 3rd Street District, or the German part of

town. It reminded him of Bavaria. Everyone spoke German, and the buildings had a familiar look to them, but all so new. They went to one of the Beer Halls, it was filled with music and laughter. It had all the good things from home, without the bad.

His uncle took him to the Maiders sausage shop, where he was introduced to Mr. And Mrs. Maider. He also met their three children. Fritz, the oldest, was almost Anton's age, and the two girls—Gretta was six, and Helga four. He was shown to his room, which was located in the back of the shop. It was small, but warm and clean. The shop smelled of sausages, bratwurst, hams and all kinds of good meats. A good feeling came across Anton, for he knew hunger did not exist in this house. All he had to do was look at Mr. Maider, who was short and round, with a friendly smile that told all his customers he took his work personally, and he felt good, this was to be his home. Anton's first impression was a good one.

The Maiders were hard working people, and from the start Anton was expected to do his share. He lived as part of the family, but after breakfast the children would go to school, and he would go to work. In the beginning he was given the simple jobs like sweeping, cleaning, and cutting wood for the smoker. But as the years went on he was taught all the skills required to process livestock into marketable products. This was to be a skill that would serve him well, all the rest of his life. Mrs. Maider was a good and loving woman who believed that the future success of her children, lay in their education. They were sent to the "German-English Academy" that was considered a new school for modern times. Though Anton spent his days in the shop, at night Mrs. Maider insisted he sit down with the other children, when homework was done. This way he would be educated as well. It wasn't long before Mrs. Diederich received her letter from Anton.

As the years went by Anton evolved from a boy, into a young man. The news of the day became important to all, for his newly adopted country was being torn apart. And the talk of Civil War was everywhere. It was no big surprise when news reached Milwaukee in April 1861 that Confederate forces attacked Fort Sumter. When he could get away, Anton would go to the war rallies, and listen to fiery speeches, calling all able men to arms. He watched as young men signed up into companies, and marched off to war. If only he could go and do his part, but he was too young, only fifteen, and he still had three years of his servitude to honor.

Anton's eighteenth birthday proved to be a very important day in his life. Not only had he fulfilled his servitude requirements to the Maiders, making him a free man to do as he pleased, also the War was winding down, and the Government knew one more good push would doom the Confederacy. So the Army was offering a three hundred dollar cash bonus, for signing up for only one year. He respectfully declined Mr .Maiders' offer to stay, and joined the Union Army. Three hundred dollars was more money than Anton could ever have imagined having at one time. With it he would be able to buy

land. To be a land owner was something his father could never have dreamed of.

He was to report to Camp Randall in Madison for training. There he was assigned to Company E, of the 51st Wisconsin Volunteers. The training was to last about seven weeks, and when it was finished the Regiment was sent to St. Louis. It was here that his skills in handling meat were noticed, and before he knew it, he was put in charge of supplying the Regiment with the beef it required. With his new duties came two stripes, he was now a corporal. His ability to make sausages made him very popular with the officers. This he learned to apply to his own best interest. His year of service went by fast, and he could honestly say he never fired a shot at the enemy. On April 21st, 1865 he was discharged from the service at Camp Randall, in Madison. He was nineteen years old, indebted to nobody, and had almost four hundred dollars.

Over the years he had kept in contact with the Diederichs who had established a very prosperous farm in Manitowoc County. Mr. Diederich told Anton of 160 Acres of good farm land that was available not far from his farm, for two dollars per acre. Arrangements were made to look at the land.

Anton was shown the land. It was more than he could have dreamed for. Part of it was wooded, and part was natural prairie. Mr. Diederich assured him that if he worked hard, and planted wheat, he would do well. The land was purchased the very next day. At age 19 Anton was a land owner, in debt to nobody. As he walked his land for the very first time, he couldn't help but think, only in America could this be possible.

It was September, with the hard Wisconsin winter just around the comer. A cabin needed to be put up, as soon as possible. With the help of Mr. Diederich, and some of the neighbors, a small, but comfortable dwelling was constructed. Everything needed came from the land itself. The shell was made from pine logs, each one selected to be a perfect fit. Pine boards came from a saw mill just down the road. Anton had to cut only a few of the virgin white pine on his land to acquire the boards he needed. This was done at no expense, for the mill was willing to cut the logs into lumber in return for half the logs brought in. The fireplace was made from stones that, he was to learn, there was no shortage of. Even the shingles came from cedar trees cut out of his low land.

By the time the first snows fell, Anton was warm and dry in his new home. He never tired of walking the land, its potential seemed endless, but there was so much to do. Crops needed to be planted, a barn built, livestock bought, and a well dug. How was he to pay for all the things he needed? The money he had, was now gone. His first winter was a long and hard one. The snow fell deep, making it very difficult to get around. Temperatures fell to minus 30 degrees, making staying warm a full time job. Even food was in short supply. The neighbors would help with gifts of canned goods, and dried fruits and vegetables. The 1861 Springfield Musket he brought home from the Army was converted into a shotgun. This allowed him to hunt for small game, but there never seemed to be enough to eat.

As he sat in his cabin. poverty hung over him like a dark cloud. He needed to come up with some means of income, to make his dreams become reality. His short supply of fresh meat motivated him to go out hunting almost every day. In the cold of winter the game was scarce, and many a day was spent out in the worst of weather, only to come home to an empty pot. When things seemed to be the worst, Anton got a stroke of good luck. As spring started showing its first signs, the game began to be much more plentiful. Much to his surprise one April morning he went out to do some hunting, and up in the trees he heard a clatter, unlike anything he had ever heard before. Looking up he saw that the trees were filled with passenger pigeons; there were thousands of them. He raised his shotgun and fired, down fell a half a dozen of them. This he did over and over, till he had hundreds of them. Then he cleaned them, and put them into a smoker he had built. When they were done, he took them down to the docks of the Manitowoc harbor, and found no trouble selling them to the crews of the schooners hauling white pine from the north. They were happy to pay fifteen cents a piece, and by the end of the day he had better than thirty dollars. This was repeated again and again for weeks, until the pigeons migratory flight was finished. Anton had made enough money to get spring planting started, and though he didn't know it, he had made a very important connection that was to play a big part in his life. That connection was with the logging industry of the "Big Woods" to the north.

When the ground thawed, and spring's new life filled the air, planting began. Anton rented a team of fine horses to turn over the sod. The virgin prairie that had held its riches for a million years made a popping sound when turned over. The smell filled his heart with joy. It was not like when his father turned over the soil back in the Fatherland, crumbly, and dead. It exploded with fresh life, and prosperity. He planted ten acres in wheat, two in corn, and started a garden.

As the days of summer passed, he watched his crops flourish, and took great pride in building something that was his. It was during this summer that Anton met Elizabeth. She was sixteen years old and belonged to the same Church he did. Though he didn't get out often, he became very active in any church events that he knew Elizabeth would be attending. His attention did not go unnoticed. It was not very long before the two of them, under close supervision, were allowed to see each other.

In the fall the crops were harvested and taken to the harbor in Manitowoc to be sold. Though his return was good, he knew it was not enough to get him through the long winter. It was here in the harbor, he ran into his old customers, the crews of the schooners. They told him that anyone with his skills in preparing meat could find a good paying job, cooking in the Logging Camps to the north. It paid up to eighty dollars a month, and he could be home in time to plant his spring crops.

Though it was hard to leave the farm, saying good-bye to Elizabeth was even harder. He caught a ride on one of the schooners heading north to "The Big Woods". Its destination was the little coastal village of Oconto. The crew told him that, because he was German, he should seek employment at the Holt and

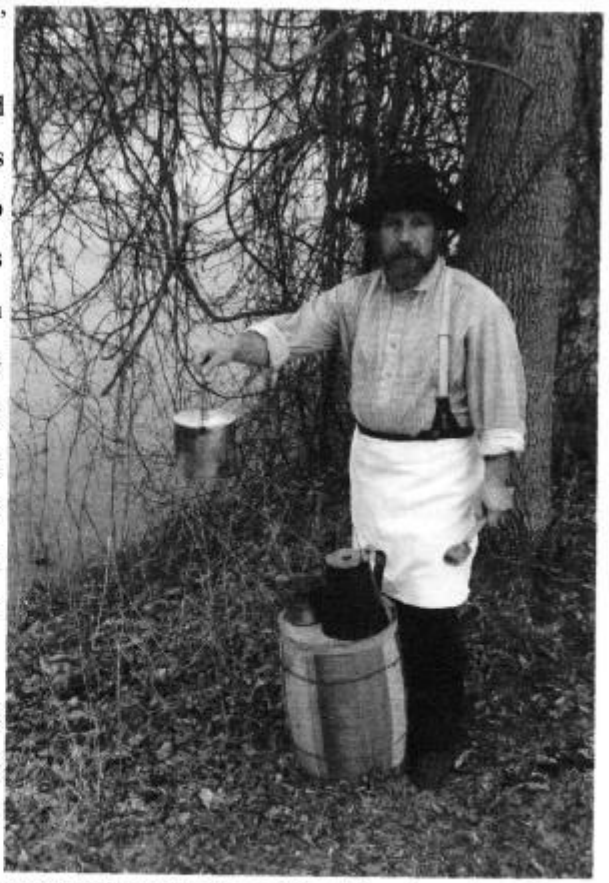
Balcom Lumber Company. They said, "Don't go to the Oconto Lumber Company because they hire mostly the Polish."

Oconto was a "Mill Town", and everything about the city had to do with the lumber business. Its streets were even paved with sawdust. The harbor, unlike the ones in Milwaukee and Manitowoc, was filled with boats loading only one thing, that was lumber. Along the Oconto River was one mill after another. Finding Holt and Balcom Lumber Company was not hard, he just had to walk past all the bars on Main Street—one solid block of them, with one just as noisy as the one before. The place had a very rough and tumble atmosphere, and the smell of fresh cut pine was everywhere. He loved it all.

When Anton arrived at the Lumber Company he was introduced to Gus Cole, superintendent of all the logging camps. He stated his purpose, and qualifications. When he got to the part about being in the Army, Mr. Cole seemed even more interested, for he had served in the Twelfth Wisconsin Volunteers himself during the war .When Anton was through, Mr. Cole, with his right to the point way of doing things, said, "I do believe any man who can supply food to a regiment of a thousand soldiers should be able to feed a camp filled with twenty or thirty hungry loggers; you're hired. Go over to the general store and a man by the name of Starkey will be loading a wagon with supplies, headed for Camp One on the Waupee River. He will get you started, good luck."

Starkey was a very tall, lean man who found humor in every little aspect of life. Anton liked this man immediately. The wagon ride from Oconto to Camp One was long, over forty miles, but Starkey's good natured humor made the ride seem short. When they arrived at the camp Anton was shown his quarters, next to the kitchen. Before he left, Anton had to ask Starkey "What happened to the last Cook in this camp?" "Oh, the Loggers ran him off," said Starkey. "Why?" said Anton. "They didn't like his cooking" replied Starkey. "Good luck" were his final words.

Anton's day started very early. He had to have breakfast ready before the loggers went out into the woods at daybreak. Lunch was brought to the men in the woods, and dinner waited for them when they



Christopher Goetz as Cook in a Lumber Camp

returned at dark. As the days passed, he became good at the job of feeding very hungry men. It didn't take long for the loggers to appreciate Anton's skills and hard work. He was treated with respect, yet considered one of the guys.

The winter was long, and his farm seemed so far away, but with the money he was making many improvements could be made in the spring. Life in the logging camp was much better than sitting hungry in his cabin, he thought.

In the spring he would return to Manitowoc County the same way he had come, on one of the schooners hauling lumber south. It was good to get back to the farm, and with the new improvements he was able to make that summer, his place was really beginning to take shape.

When fall came he sold his crops, and prepared for his second winter in the "Big Woods", but not before asking Elizabeth to marry him in the spring when he returned. She agreed, and plans were made.

His second winter in the logging camps went even better than the first. He had left a very good impression with the loggers. That was evident when the best of the lumberjacks requested to work in his camp—the food was better. Because of this the Lumber Company allowed him more control in how he ran things, and better yet, more money. In the spring, with his return, he and Elizabeth were married.

Between farming, and winters cooking in the logging camps, Anton, and Elizabeth were able to make the farm prosper. Not only did it yield good crops, but ten children as well.

References and Recommended Readings:

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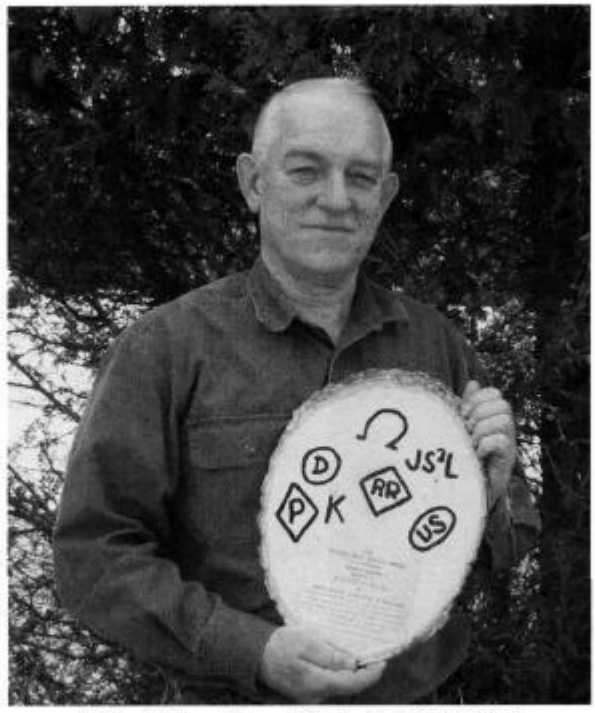
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2003 Fixmer Award
The Forest History Association of Wisconsin
Distinguished Service Award
To an Individual

Ralph Eswein

Ralph Eswein, a native of Port Edwards, Wisconsin, currently works for the Wisconsin Department of Natural Resources at Black River Falls. In the late 1980s, he began mapping the abandoned logging railroad grades, logging camps, and sawmills in an area of south-eastern Jackson county known as The Big Swamp, or Grand Marsh. At the same time, he began collecting photographs of the area's lumbering industry and examining old documents and records of the industry. Eventually this led him to write a 236-page book, Logging Dilemma in the Big Swamp, which the Monroe county Historical Society published in 1995. Later, he produced a video on the same topic.

Some people have the ability to see things in a photograph others do not or discern in the present landscape remnants of the past that others miss. Ralph is such a person and that is why his book is something special. It is without question one of the finest local history books ever written about lumbering in the Lake States. As a result, The Forest History Association presents this year's Fixmer Award to Ralph Eswein.



Ralph Eswein with the 2003 FHAW Fixmer Award.

2003 Connor Award
The Forest History Association of Wisconsin
Distinguished Service Award
To an Organization

The Herrling Sawmill

During the winter of 1847-1848, Charles Robinson, son-in-law of Wade House builder Sylvanus Wade, built the first of two mills that would occupy the same site beside the Mullet River. When fire destroyed the Robinson mill a few years later, it was rebuilt in 1855 and sold to German immigrant Theodor Herrling. The mill continued to supply lumber to the area until it outlived its usefulness. His descendants razed it in 1910.

Years later, reconstructing the mill became a dream for two members of the Kohler family – first Marie Christine Kohler and, later, Ruth De Young Kohler, who led the effort to restore Wade House as a museum in the early 1950s. In 1999, the Kohler Trust for Preservation took steps to make their dream a reality. With a gift of $ 1.8 million dollars, it provided the means for the Wisconsin State Historical Society to re-create the Herrling sawmill.

The Kohler Trust funded the necessary archaeological investigations at the site to determine what kind of mill had stood there. Historical photographs, letters, newspaper clippings, and other research provided a record of the mill's historic appearance. The new mill was dedicated and opened to the public on June 16, 2001, becoming one of the few working water-powered sawmills of its kind in North America. The turbine-powered mill saws lumber daily as a historic demonstration for visitors. The Herrling sawmill is one of the most authentic re-creations of a historic water-powered sawmill in the nation and well deserving of this year's Connor Award.



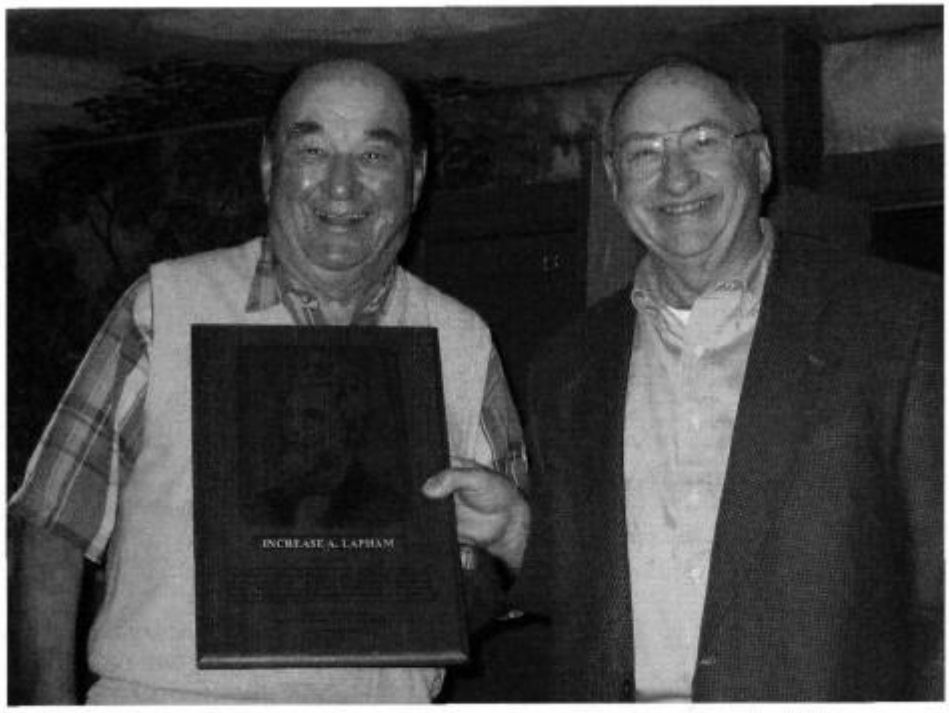
Site Director Jeffery Schultz, accepting for the Herrling Sawmill, the 2003 FHAW Connor Award from FHAW President Miles Benson.

2003 Forestry Hall of Fame Award
The Forest History Association of Wisconsin
Hall of Fame Award

Increase Lapham
1811—1875

Called "The Father of Forest Conservation in Wisconsin." He began to agitate for the preservation of our forest wealth far in advance of anyone else. In 1867, he prevailed upon the legislature to create a special forestry commission, which he chaired. Their report "On the disastrous effects of the destruction of trees.....In Wisconsin," is considered the beginning of Wisconsin's forest conservation movement.

Inducted into the
Wisconsin Forestry Hall of Fame
September 13, 2003



Wisconsin Forestry Hall of Fame Committee Chairman, Gerald VandeHei (right) presenting the 2003 Forestry Hall of Fame Award posthumously to Increase Lapham. Accepting for Mr. Lapham is Don Lambrecht (left), the FHAW representative on the Wisconsin Forestry Hall of Fame Committee and the nominator of Increase Lapham.

Minutes of the Annual Business Meeting of Members
September 13, 2003

Call to Order

President Miles Benson convened the meeting at 3:00 p.m. with 18 members present. Benson presented the officers for 2002-2003, the meeting planning committee of Blahnik, Grosman, and Walkner.

Minutes of the October 5, 2002 Meeting

President Benson asked for corrections or additions to the minutes as published in the Proceedings of 2002. Dean Einspahr requested to add "US" to "Forest Service" wherever it occurs. The minutes are to stand as corrected on motion by Don Lambrecht, supported by Merril Hyde, carried, all in favor.

President's Report

President Benson reported on activities of the organization during the year from July 1, 2002 to June 30, 2003. He reported on the upcoming retirements of Kurt Kortenhof as editor of the annual proceedings and *Chips & Sawdust*, and Bob Brisson as Executive Secretary. He recognizes John Grosman for his efforts in helping organize the 2003 and 2004 annual meetings. Benson reported that the board of directors met three times during the year and the meetings were reported in *Chips & Sawdust.*

Benson congratulated director Randy Rohe who received the Historical Society Award of Merit at their Wisconsin Council for Local History annual meeting as author of *Ghosts of the Forest.* He stated the book was selling well and that FHAW may be returned its original investment by the end of 2003.

Benson reported that the FHAW displays had been presented at the Wisconsin Society of American Foresters annual meeting, the Michigan-Wisconsin Timber Producers annual Logging Congress, and the Mid-West Tool Collectors' annual national meeting in Green Bay during the past year.

The President reported that John Grosman was heading an effort to set goals and develop strategic planning for FHAW. He stated that future meetings of the Board of Directors would be set well in advance and encouraged members to participate.

Treasurer's Report

Treasurer Albrecht presented a printed report for the Fiscal Year July 1, 2002 to June 30, 2003. He explained details of the report showing a net gain of $203.00 during the year and cash assets of $45,648 at the end of the year. Remaining assets are in the form of inventory of *Ghosts of the Forest* books. As of June 30, revenue from sales of *Ghosts of the Forest* was $21,160. A motion by Einspahr, supported by Hyde, to accept the treasurer's report was approved, all in favor.

Executive Secretary Report

Secretary Brisson reported that the current membership includes one student, three corporations, 19 life members and 122 other individuals, and that the membership has been declining for ten years from a high of 248 members. He stated 22 charter members remain of the original 150 who formed the organization in 1976.

Brisson suggested possible changes from having an executive secretary might involve more members

and include having:

- a recording secretary for the Board of Directors
- a membership recorder to keep member status, applications, and addresses up to date
- a publications director to supervise inventory, storage, and sales of publications and stationary
- a corresponding secretary to process mail and make referrals.

Nominations Committee

A slate of nominees for a two-year term on the Board of Directors was presented by Don Lambrecht and nominations were called for from the floor. No nominations were added and the slate includes Tom Albrecht, Bob Brisson, Dean Einspahr, Eugene Harm, and Robert Walkner. It was moved to cast a unanimous ballot for the slate presented by Al Barden, supported by Jerry Van de Hei, motion carried, all in favor. Robert Walkner will fill the vacancy of John Cline.

Publications

Benson reported that the process of preparing both the *Proceedings* and *Chips & Sawdust* was being negotiated with the UW-Eau Claire History Department by Kurt Kortenhof and the President. The board has agreed to pay an amount of $1,000 per year to the UW-EC to do both and would then eliminate the annual high school scholarship. He reported Sara Connor has recently offered to edit *Chips & Sawdust*.

Exhibits

John Grosman announced the exhibits are now stored at the DNR in Tomahawk; they may be loaned to members for events by contacting John Grosman. He will arrange for DNR shuttle of exhibits to events.

Auction

Bob Brisson reported that he and Karl Baumann would conduct the auction at 4:00 p.m. with about 60 items to be sold.

Forestry Hall of Fame

Chair Don Lambrecht reported that the FHAW candidate, Increase Lapham, was elected to the Hall of Fame and was installed at this meeting today by Hall Chair Jerry Van de Hei.

Membership

Chair Dean Einspahr reported that member solicitation letters produced two corporate members, and that a letter would go out to the 2,200 Wisconsin Woodland Owners Association members this fall.

Scholarship

John Saemann reported that the goal of the $500.00 award was to get new members, and that it has not been successful. He suggested that the scholarship award be discontinued temporarily.

Ghosts of the Forest

Einspahr reported on contacting Book World who would handle the book on a 90 day consignment at 40% discount with approval of each store manager to carry the book. A motion by Einspahr, supported by Grosman, to wholesale to about twenty Book World stores was defeated on a vote of hands.

Arno Helm moved to offer direct sale of the book to retail outlets at a 30% discount; supported by Adamson, the motion carried, all voting aye.

Al Barden suggested that publicity be developed for each community involved in the book.

Annual Meetings

John Grosman reported that the 2004 meeting will be held at the Ashland Great Lakes Visitor Center September 24 and 25. The 2005 meeting will focus on Wade House, Greenbush; the 2006 meeting will focus on the Baraboo and Wisconsin Dells area. Merril Hyde suggested a joint meeting with the Minnesota Forestry Association. Grossman suggested inviting Minnesota to the 2004 meeting.

Strategic Plan

John Grosman reported that the committee of Benson, Brisson, Einspahr, Grosman, and Walkner had met to restate the mission and goals of the FHAW.

Approval of the Actions of the Board of Directors

A motion by Adamson, supported by Dan Giese to approve the action of the board of directors during the 2002-2003 fiscal year was approved, all in favor.

State Historical Society of Wisconsin Exhibit

President Benson reported on a critique by member Sara Witter Connor of the exhibit "On Common Ground: Two Hundred Years." It is on display at the Society Museum in Madison. Connor suggests the exhibit and the "Badger History Series" booklet, "Learning From the Land," is a "misrepresentation of the forest products industry" and displays "a clear anti-logging and anti-lumber industry agenda."

Arno Helm suggested timely action to change the exhibit and booklet. Benson asked for volunteers on an action committee; Adamson, Albrecht, Bob Curran, John Curran, and Van de Hei offered to help. President Benson will write the SHSW immediately to suggest changes are necessary.

Adjournment

A motion by Grosman, supported by Barden, to adjourn was carried at 4:15 p.m.

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Treasurer's Report
Forest History Association of Wisconsin
July 1, 2002 to June 30, 2003

Operating Receipts

	2002-2003 Est.	2002-2003 Actual
Dues	2,000	3,355
Donations-Unrestricted	500	230
Annual Meeting	1,900	1,973
Auction	700	923
Sales	400	188
Return on Investment	650	883
Operating Receipts	**6,150**	**7,552**
Ghosts of the Forest FY03…12,469 (receipts) – 1,777 (expenses)		10,692
TOTAL RECEIPTS		**$18,244**

Operating Expenses

Printing	2,500	2,442
Postage	500	469
Operations	2,000	1,865
Annual Meeting	1,900	1,923
Scholarship	500	500
Auction	200	100
Investment	0	50
TOTAL EXPENSES	**$ 7,600**	**$ 7,349**

Cash Assets

	6-30-2003
Stephenson National Bank Checking	11,658
Stephenson National Bank CD	10,279
Salomon Smith Barney Fund	14,376
Federated Utility Fund	9,335
TOTAL	**$45,648**

Available *Annual Proceedings* Back Issues

The price for each back issue is $3.50 plus $2.00 postage and handling for the first issue and $1.00 for each additional issue.

Make check payable to the Forest History Association of Wisconsin and send to:
Secretary, FHAW
P.O. Box 1001
Marinette, WI 54143-1001

16th Annual Proceedings - 1991
"Forest Products Transportation by River, Rail, and Road"

17th Annual Proceedings - 1992
"Logging and Land Stewardship History Near the Wisconsin-Michigan Border"

18th Annual Proceedings - 1993
"Archaeology and Forest History"

19th Annual Proceedings - 1994
"Prominent Lumbermen of Central Wisconsin"

20th Annual Proceedings - 1995
"Non-Traditional Products of the Forest, Their History and Commercial Development"

21st Annual Proceedings - 1996
"The Flambeau River Area's Forest Heritage"

22nd Annual Proceedings - 1997
"Forest History's Impact on the Growth of Tourism in North Central Wisconsin"

23rd Annual Proceedings - 1998
"Sawmill and Pioneer Lumbermen of the 19th Century Along the Central Wisconsin River"

24th Annual Proceedings - 1999
"Oshkosh- Sawdust City, Then and Now"

25th Annual Proceedings - 2000
"The Historic Rhinelander Area (Land of the Hodag)"

26th Annual Proceedings - 2001
"The Historic Stanley Area"

27th Annual Proceedings - 2002
"The Historic Oconto Area"

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"THE HISTORIC ASHLAND AREA"

Proceedings

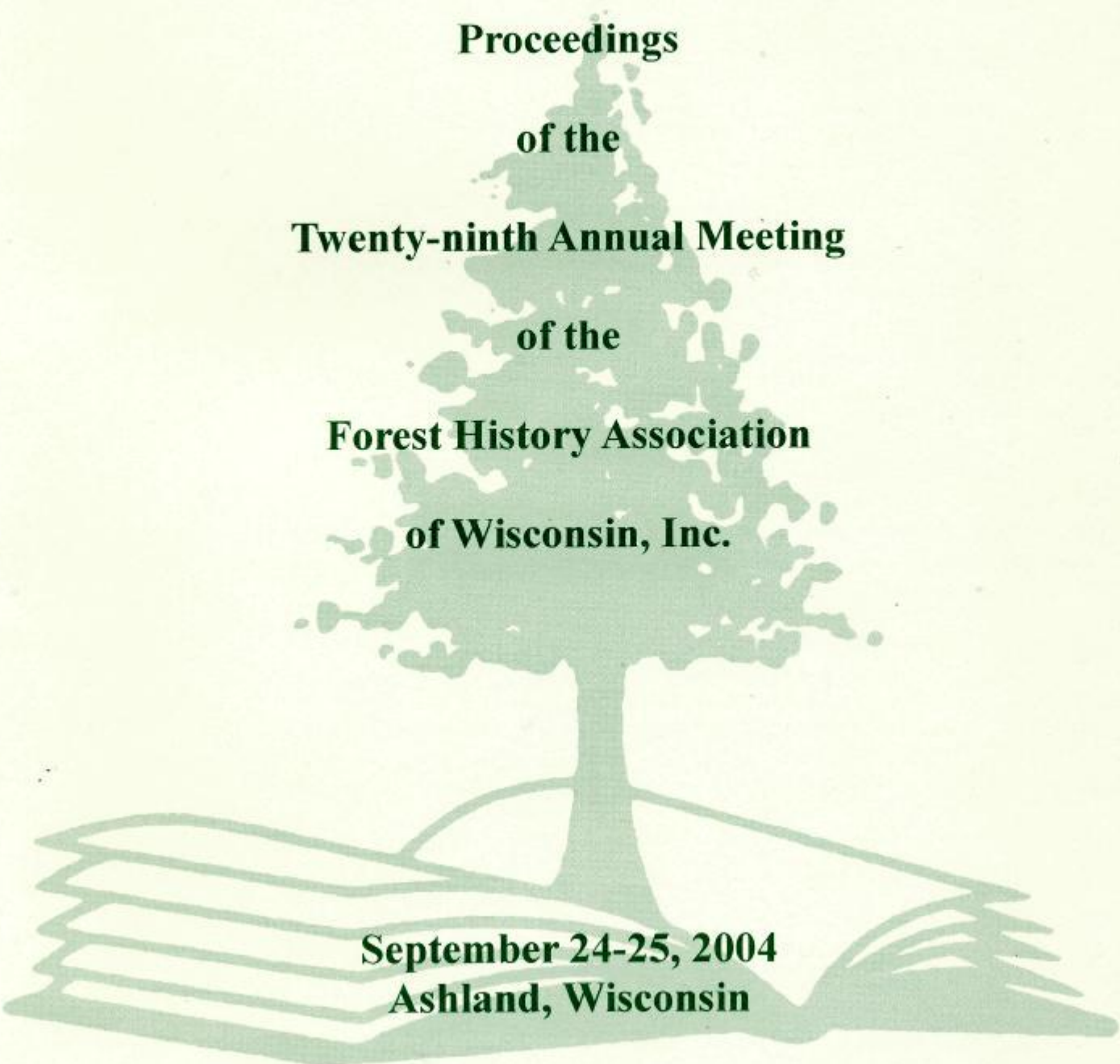
of the

Twenty-ninth Annual Meeting

of the

Forest History Association

of Wisconsin, Inc.



September 24-25, 2004
Ashland, Wisconsin

The Forest History Association of Wisconsin

The Forest History Association of Wisconsin had its beginnings early in 1975 when a group of representatives from the wood products industries, conservation agencies and the University of Wisconsin met to discuss a potential bicentennial project which would remind our citizens of the importance of forests in Wisconsin's past, present and future.

Their discussions led to the founding of the Association as a non-profit, tax-exempt endeavor whose principal objective would be to preserve Wisconsin's forest heritage. Membership currently numbers about 160 individuals, corporations and institutions.

A ten-member Board of Directors serves as the Association's governing body. Officers and directors for 2003 - 2004 are:

Miles Benson, President	Wisconsin Rapids
Randall Rohe, Vice President	Waukesha
Bob Brisson, Executive Secretary	Menominee, MI
Thomas Albrecht, Treasurer	Shawano
Karl Baumann	Marinette
Dean Einspahr	Appleton
John Grosman	Woodruff
Eugene Harm	Cadott
Donald Lambrecht	Green Bay
Robert A. Walkner	Two Rivers

The Association has produced a number of publications which will have some appeal to most forest history enthusiasts. Information on availability and cost may be obtained by writing to the address below or visiting our website at www.foresthistorywi.com:

- *Proceedings of Annual Meetings -1978 thru 2003*
- *Bibliography of Wisconsin Forest History Literature*
- *"Chips and Sawdust"* (Quarterly newsletter)
- *A Chronology of "Firsts" in Wisconsin Forest History*
- *Logging and Lumbering Museums in Wisconsin*
- *Ghosts of the Forest: Vanished Lumber Towns of Wisconsin, Volume I*

Further information on any aspect of the Association's program and policies may be obtained by writing to:

Secretary
Forest History Association of Wisconsin
P0 BOX 1001
Marinette, WI 54143-1001

Proceedings

of the

Twenty-Ninth Annual Meeting

of the

Forest History Association

of Wisconsin, Inc.

September 24-25, 2004
Ashland, Wisconsin



Founded, 1975

"The past is but prologue to the future"

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Foreword

The following text comprises the official transactions conducted and the papers presented at the twenty-ninth annual meeting of the Forest History Association of Wisconsin, Inc. (FHAW). The two-day meeting took place on Friday September 24th and Saturday September 25th, 2004 in Ashland, Wisconsin at the Northern Great Lakes Visitor Center.



Northern Great Lakes Visitor Center, Ashland, Wisconsin. Photo by Laura Lambert.

FHAW member John Grosman headed up the program committee, which was responsible for making necessary arrangements for the annual meeting. This included arranging the tour, securing a location for the meeting, and contacting the speakers. He was greatly assisted by coordinators who work at the Northern Great Lakes Visitor Center in Ashland, particularly Nori Newago and Susan Nelson. The tour of historic sites in the Ashland area included the "Timeless Timber" Mill, the Ashland Waterfront Trail, the Wood Carver Tour Stop, the Washburn "Slabtown" and Historic Buildings, several Bayfield historic homes, and the Red Cliff Tribal Fish Hatchery.



A "Timeless Timber" representative with FHAW member Sara Connor. Photo by Miles Benson.

On Saturday, four papers were presented which provided different perspectives on the logging industry and the history of the forests in this area of northern Wisconsin. Jan Cameron presented a paper with excellent illustrations on the mills of Chequamegon Bay, which includes Ashland and the surrounding communities. Michelle Steen-Adams then presented the results of her studies on the forests of the Bad River Indian reservation (just south of Ashland), and how its development compares to the regions surrounding it. Linda Mittlestadt of the Northern Great Lakes Visitor Center then discussed the various displays and exhibits at the Visitor Center, and members were given a little time to peruse these for themselves.

In the afternoon, Joe Rose presented a summary of the Native American relations with the nations that came to settle in the region, and how this had an impact on the forests of the area. Bob Mackreth then presented the information gathered by Nancy Farm Mannikko and himself on logging in the Apostle Islands, which included many historic photographs.

The FHAW Board of Director's then conducted the annual business meeting and auction, which were followed by Skip Jones entertaining with and stories about the north woods of Wisconsin.

We invite any reader who is not already a member of our organization to join us in preserving a record of Wisconsin's forest history. To learn more about our organization and to request a membership application, write to: Executive Secretary, Forest History Association of Wisconsin, Inc., PO Box 1001, Marinette, WI 54143-1001.

Stephen Sydow,
Guest Editor





FHAW Members Bob Brisson and Karl Baumann presenting items up for bid at the annual auction. Photos by Laura Lambert.

President's Report

Welcome all members, friends, and guests to the 2004 Forest History Association of Wisconsin (FHAW) Annual Meeting! This meeting is a unique development for FHAW with 15 other organizations partnering with us to bring this conference into being. John Grosman's leadership brought these people together and their good work has brought us here. Main coordinators at the Northern Great Lake Visitors Center are Nori Newago and Susan Nelson.

The 2003-2004 year was an eventful year to say the least. My part is to summarize the events of this past year. With sadness we note the passing of long time member and friend John Baer since we last met. John was with us at Two Rivers. I invite you to join me in a moment of silent memory for John.

Last year I reminded you that we were in the last year of two that Bob Brisson had given us to find his replacement as Executive Secretary in 2000. Bob took over as Executive Secretary at the untimely loss of Frank Fixmer. It took us until the last June deadline to figure out what to do. Bob is a charter member of FHAW, he has made presentations at our meetings, was elected to the Board in 1996 and Treasurer. Bob has been a great help as Executive Secretary to me as President, to the directors and the membership in the transition. During that time he also continued some of the membership and treasurers duties. Bob, our thanks to you and to Karen.

There were many other changes in our ranks and you will see and hear the results of those changes as the meeting progresses. Lawrence Gueller, a long time member, joined us as Archivist and now also serves as Recording Secretary. He will also handle correspondence with me. Dean Einspahr will handle the membership in total, handling the mailings that Bob did. Tom Albrecht will now handle all the book sale records which Bob had been doing.

In the publications area we have all new editors. Sara Connor handled the Chips and Sawdust and has published three issues. Sara is also in charge of the website. It's up but not developed as we hoped. We need the members to assist in defining what is needed. Through Dr. John Mann at UW-Eau Claire a graduate student, Stephen Sydow, was assigned as guest editor of the 2003 Proceedings. This year another graduate student, Laura Lambert, has been assigned to publish the 2004 Proceedings. These programs are working well. The "Ghosts of the Forest," written by our own Randy Rohe has continued to sell well. We have recouped our investment in the book.

The 2003 Annual meeting was a success thanks to last years program committee of Bob Walkner, Carl Blahnik and Dan Giese and the many people who helped them.

The Board of Directors has met three times to conduct the work of FHAW. Their work goes well

beyond those meetings. They will be reporting some of their accomplishments at the business meeting.

The Program Committee, headed by John Grosman, continued to lay out a five-year plan for our meetings. The location for 2005 will be Sheboyegan where we can visit wood industry, the Wade House State Historical Site, the water saw at Greenbrush, and the Kettle Moraine Forest. The 2006 meeting will be in Laona, at Camp Five, 2007 will be at Madison or Baraboo and 2008 possibly Hermansville, MI (a town with an Oshkosh connection).

Since last meeting our display was shown at The Society of American Foresters meetings, the Wisconsin DNR Statewide Centennial meeting, the Logging Congress at Green Bay, and Wisconsin Woodlands Owners Association.

During the year our Board has conducted a critique of a display called "On Common Ground" at the Wisconsin Historical Society museum in Madison. We have made several comments and suggestions which have resulted in the display captions being changed. We also conducted a critique of a publication for 4th grade school children named "Learning from the Land–Wisconsin Land Use." Our principle concern was the chapter on "Timber." It was evident the chapter was not adequately reviewed by experienced forest history people. Several suggestions were made by FHAW and the author accepted them. The most important suggestion made, to correct the remaining books and issue a correction to users of both the book and the teachers guide, was not accepted. The issue is not concluded at this point.

The George Banzhaf Co., originally owned by the first consulting forester in Wisconsin (now headed by Sam Radcliff, an FHAW member) has offered to gift its pre-1980 records for our archives. There will be a need to develop space at the UW-Stevens Point or some other archives to be able to house them all. We have seen some of the records and they are of definite historical interest.

John Grosman has helped us to begin developing a Strategic Plan for our organization. Recently we have discussed the benefits of developing some long term goals. The events of this past year show that for FHAW to meet it's best potential, we should set some long term goals. My suggestions for consideration are: 1. an eventual permanent facility with appropriate archive room, 2. develop adequate income for hiring a permanent part-time Executive Secretary, 3. develop a permanent address and phone number along with a more complete web site to allow the public better access to us. The numbering isn't necessarily sequential.

Finally, a challenge to the membership. I have been encouraging members to get personally involved with FHAW and I do it again here. Larry Gueller stepped forward this past year and it was meaningful. Every little bit helps. History takes on even more meaning when you can share your efforts in understanding it with someone. Beside taking a look at who the Board and committee members are:

(they are published on the inside covers of our Proceedings and Chips and Sawdust) consider yourself invited to our meetings. Ask any of the board or committee members and they can ask the Recording Secretary to include you on the list. We are happy to have any constructive suggestions, someone willing to help or simply someone showing an interest as you are by your attendance.

Thank you for your support this past year. I declare this 29th annual meeting of the Forest History Association open.

Miles Benson,
President

Twenty-Ninth Annual Meeting
Forest History Association of Wisconsin
Ashland, Wisconsin

Forest History Tour, Ashland Area
Friday, September 24, 2004

8:00 Registration
8:45 Welcome - Northern Great Lakes Visitor Center (NGLVC)
9:15 "Timeless Timber" Mill Tour
10:30 Ashland Waterfront Trail Tour

12:00 Lunch at New China Restaurant

1:00 The Wood Carver Tour Stop
1:45 Washburn "Slabtown" & Historic Buildings
2:30 Tour Bayfield Historic Homes
3:15 Red Cliff Tribal Fish Hatchery Tour
5:00 Dinner at NGLVC

Forest History Meeting
Saturday, September 25, 2004

8:00 Registration
9:00 Welcome - Town Chair Jim Miller, Mayor Fred Schnook, and FHAW President Miles Benson
9:15 "Mills of Chequamegon Bay" - Jan Cameron
10:30 "A Comparative Forest Landscape History of the Bad River Reservation and Private Land in the Lake Superior Clay Plain, Pre-EuroAmerican Settlement to 1987"- Michelle M. Steen-Adams
11:30 Logging Exhibit at the NGLVC - Linda Mittlestadt

12:30 Lunch

1:15 FHAW Distinguished Service Awards
1:30 "Exploitation of the Old Growth Forest Within the Ceded Territories" - Joe Rose
2:30 Break
2:45 "Logging in the Apostle Islands" - Bob MacKreth
3:45 FHAW Annual Business Meeting
4:30 Annual Auction of Historical Forest artifacts, books and memorabilia

6:00 Catered Dinner at the NGLVC
7:00 Entertainment

Our Speakers



Jan Cameron, Ashland, Wisconsin— has her Associate's degree in Business Management with an emphasis on Hospitality Management and Heritage Tourism, She is the President of the Mason area Historical Society (which received the FHAW Connor Award at this meeting) and the Northern Wisconsin heritage connection. She has done extensive research in local lumber history and was previously a researcher and historian for "Timeless Timber" in Ashland.



Michelle M. Steen-Adams, Kennebunkport, Maine – has a B.A. in Art History, a Master's degree in Middle School Education, and a Master's of Science degree in Land Resources at the Gaylord Nelson Institute for Environmental Studies at the UW - Madison. She has a joint Ph.D. in Forest Ecology & Management and Environmental Studies from the UW- Madison. She is currently an assistant professor of Environmental Studies at the University of New England.



Joe Rose, Ashland, Wisconsin – earned a Bachelor's of Arts degree at Northland College, and a Master's of Education at Black Hills State College. He has been a member of the Northland college faculty in Ashland, Wisconsin for 30 years. He is currently the director of Native American Studies there. He is also a Bad River Tribal Elder, and a member of the Grand Medicine Lodge Midewiwin.

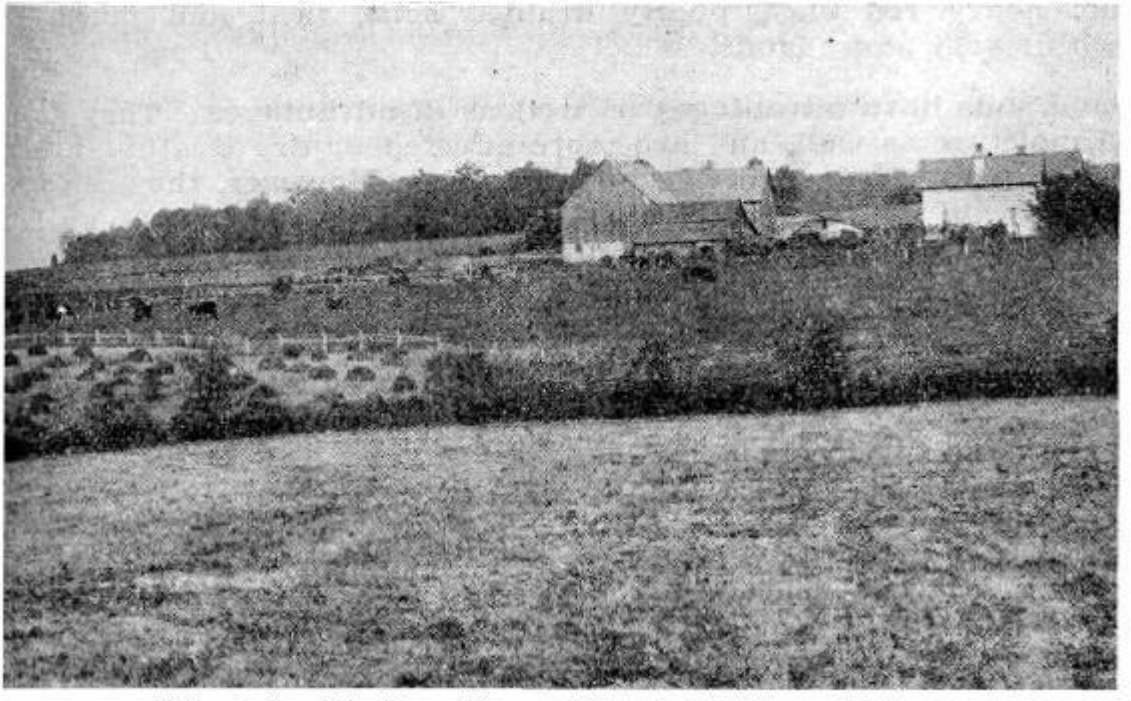


Robert W. Mackreth, Washburn, Wisconsin – presented a paper jointly authored by Nancy Farm Mannikko and himself. Nancy Farm Mannikko, PhD, is an Architectural Historian with the National Park Service at the Midwest Regional Office, Omaha, Nebraska. She has written extensively on logging technology and the lumbering industry of the Upper Midwest. Robert Mackreth has a Bachelor's degree in History and a Master's of Science in cultural Geography from Kent State. He has 25 years of experience with the National Park Service, and has worked for them at the Apostle Islands National Lakeshore since 1992 as a cultural resource management specialist.

A Comparative Forest Landscape History of the Bad River Reservation and Private Land in the Lake Superior Clay Plain, Pre-EuroAmerican Settlement to 1987

By Michelle M. Steen-Adams and Nancy E. Langston

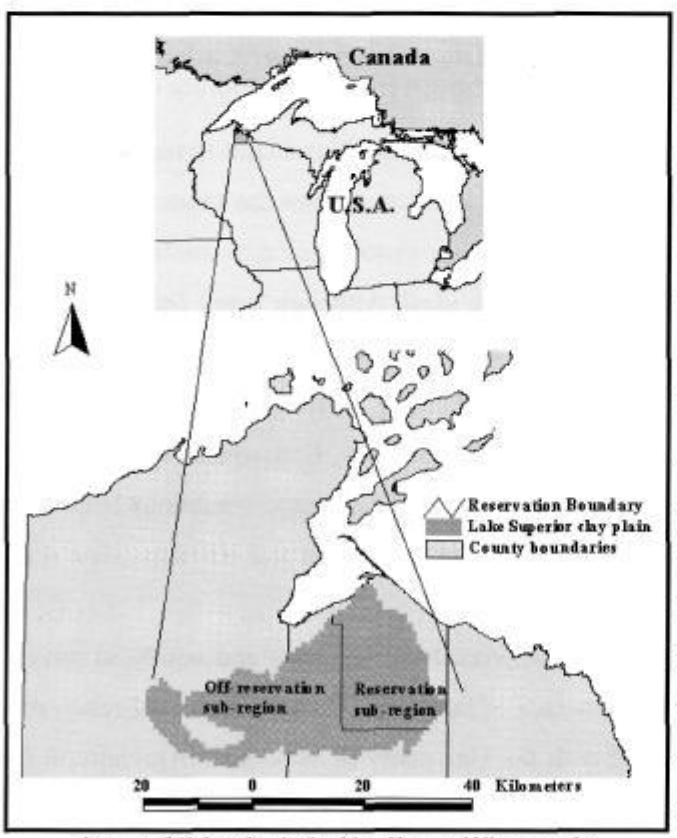
Why do some landscapes in the upper Great Lakes cutover support a patchwork of farm field and forest, while on others, observers primarily find early and mid-successional forest communities? In this presentation, we offer a response to this question. We examine the hypothesis that a landscape's current forest and land cover conditions are the product of the interactions between its human and ecological histories. To explore this hypothesis, we investigated the histories of two neighboring landscapes that share common soil and landform characteristics, and yet support differing ecological communities. We carried out our comparative study in a portion of the Lake Superior Clay Plain, located on the southwest shore of Lake Superior. The Bad River Reservation is located in the eastern part of the study area. In the western part of the study area, the land is primarily in private, non-industrial ownership. In the reservation, our most recent dataset, dated to the mid-1980s, indicates that the landscape is a mosaic of early and



Cover page of "The Soils of Northern Wisconsin" by A.R. Whitson, T.J. Dunnewald, and Carl Thompson. Bulletin 306. April 1919. University of Wisconsin Agricultural Experiment Station.

mid-successional forest communities, comprised of aspen-birch and balsam fir-aspen, as well as a shrub-herb component. In the private, off-reservation area, our mid-1980s dataset reveals the importance of a land cover that is not present on the reservation: agriculture- grassland. The most common land covers are agriculture- grassland and aspen-birch, followed by balsam fir-aspen and shrub-herb. The contrasting human and ecological histories of these two landscapes in the cutover region help to explain why recent land cover composition differs.

Contrasting cultural ideals of desired landscape conditions partially explain divergent histories of ecological change, and in turn, the differences among current conditions. The first interval of our landscape change analysis reveals that on the reservation, sites that had supported mature forest communities prior to Euro-American settlement (ca. 1850) primarily became early successional stands by 1930. Mature forest communities also dominated the private, off-reservation area prior to Euro-American settlement. The ecological history of the off-reservation landscape differed somewhat from the reservation, however; mature forest shifted to either agricultural land use or early successional stands. For a short time in the late nineteenth and early twentieth century, politicians and agency experts shared similar goals for both the reservation and off-reservation sites. They aimed to transform forests and cutover stumpland into farm fields. Had this common vision taken root across the Lake Superior Clay Plain study area, one might expect to find a comparable proportion of agricultural land use in the reservation and off-reservation areas ca. 1930, assuming that biophysical conditions (e.g., soil and landform) and other socio-economic conditions were similar. The common vision to create an



Area of this study in Northern Wisconsin



Stearns Lumber Company Operation on the Bad River Reservation. Undated photo from Joseph N. Ouellette, Ashland, Wisconsin; Washburn Historical Society collection.

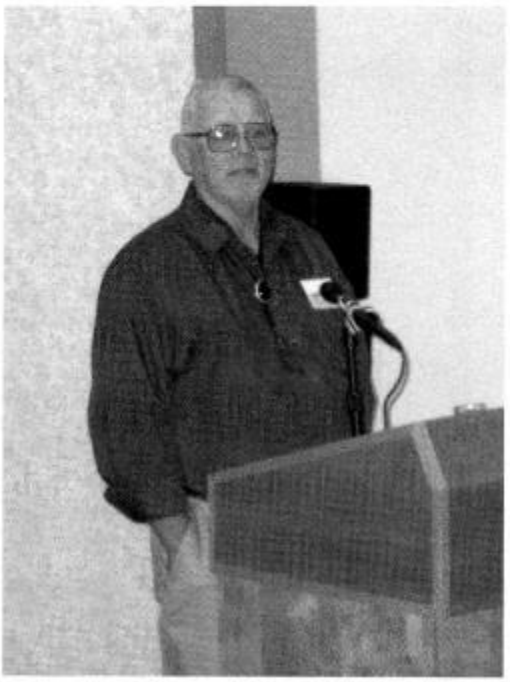
agrarian landscape did not persist throughout the Lake Superior Clay Plain, however. Whereas land owners in the off-reservation area maintained goals to transform the cutover stands into farms, tribal members were ambivalent about the agrarian vision, and thus the Indian Agency gradually adopted other goals to replace this landscape ideal. Although many Bad River tribal members transformed their allotments into farms in the first two decades of the 20th century, many traditional ways of life—gathering birch bark, hunting, fishing, and collecting maple sap—depended more on intact forest conditions than farm fields. Consequently, many of the farms reforested by 1930. These contrasting cultural ideals of landscape conditions help to account for differing courses of ecological change among the reservation and off-reservation sites.

Differing histories of political relations between local residents and non-local government agents also help to explain divergent courses of landscape change. In the off-reservation private area, agricultural experts associated with the University of Wisconsin Agricultural Experiment station established cooperative rapports with local farmers. Cooperation among residents and outside experts helped nascent farm operations to persist. Thus, a large proportion of

the off-reservation site became farm field by 1930. Many of these agriculture-grassland communities survived into the mid-1980s. On the Bad River Reservation, relations among the Indian Agency (later the Bureau of Indian Affairs) and tribal members tended to be more strained than intact. The history of landscape change reflects these fractured relations, as well as past contests for control over management of the reservation's natural resources. Between about 1850 and 1930, the vast majority of the reservation became early successional forest, despite an initial objective to create farms. Although tribal members established farms in the early 20th century, soured relations between tribal members and Indian Agency personnel undercut allottees' sense of tenacity to maintain farmsteads; recently established fields reforested to aspen-birch by 1930. Through the mid and late twentieth century, the Bureau of Indian Affairs retained primary control over natural resource management. The agency prioritized practices to promote pulpwood. Forest community characteristics of the mid-1980s reflect the dominance of BIA management objectives. Aspen-birch, balsam fir-aspen, and shrub-herb, land covers associated with a history of pulpwood management, were the primary land cover types in the mid-1980s. In the 1990s, political relations among the tribe and the BIA shifted, suggesting a new turn in the course of the reservation's ecological history. The tribe led development of its Integrated Resource Management Plan (IRMP), in cooperation with the BIA, thereby formally prioritizing tribal cultural ideals for ecological communities. This recent political shift suggests future changes for forest community conditions; many aspen-birch stands may succeed to later successional forest seres, in correspondence with IRMP landscape objectives.

Exploitation of the Old Growth Forest Within the Ceded Territories

By Joe Rose



Roe Rose, speaking at the 2004 FHAW Annual Meeting

In order to properly consider this topic, one has to back up and get into a little history. The first Europeans to enter this area were the French. In fact, the so-called "French and Indian War" was really a war between the French and their Indian allies against the British and their Indian allies. If that war had gone the other way, we'd all be speaking French today. And if Tecumseh and his allies had won their war against the Americans later on, there would probably be a Native American free state located somewhere in the western great lakes area.

So let's back up to the 1600's when the French and British were engaged in a tug-of-war for control over the North American continent. This culminated in the French and Indian war, in which most of the fighting took place between 1754-1759. During that war, The French and British were engaged with each other, each having their own Indian allies. For this reason the first treaties that were signed between the Indian nations and the European powers were all treaties of peace and friendship. This was because the balance of power weighed heavily in favor of the native tribes at that time. These treaties of peace and friendship evolved gradually into military alliances—some of the tribes aligning themselves with the British, and some with the French.

Certain members of the Iroquois confederacy were allied with the British while the French allies included many of the Algonquin tribes in the region. Also included were the Huron, who were Iroquois speaking people that did not belong to the Iroquois confederacy. The Huron also supported the French. The largest tribe of the Algonquin language family was the local Ojibwa. This shows that there were

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Editor's Note: This was an extemporaneous presentation by Joe Rose to the FHAW without any notes or text. It was transcribed by the editor and reviewed by the author prior to publishing here as part of the *Proceedings*.

mixed emotions and different loyalties among the native American tribes in the days of the French and Indian war.

The battle of Quebec in 1759 ended the war in favor of the British. In 1763, the Kings of France and England sent representatives to Paris to sign a peace treaty. At that time, there was an Ottawa war chief by the name of Pontiac who had been a strong ally of the French during the French and Indian war. He refused to accept the idea that the French and British kings had buried the hatchet. He had great contempt for the British because their policies in dealing with tribes were much different from the liberal policies of the French. The Commander and Chief of North American forces at that time for the British was Lord Jeffrey Ernharst, who had an arrogant contempt of the native people and his policies reflected that. This resulted in the Pontiac war of 1763.

Pontiac organized a powerful confederacy to go against General Amhearst and the British at that time. His confederacy in the summer in Ottawa in 1763 was able to capture eight of twelve British forts, and forced the abandonment of two others. He laid siege to Fort Detroit, right in his own backyard, and was almost successful. By the time October came around, many of his warriors abandoned the siege to go home and prepare for winter. The occupation of warrior gave way to the occupation of hunter, and so he had to abandon the siege.

The British gradually obtained a foothold in North America as their numbers began to grow and they became stronger. By 1775, hostilities were occurring between the British and the colonies, which led to the American Revolution. On July 4,1776, the Continental Congress came together and signed the Declaration of Independence, which meant the American Revolution was official. There were many engagements in the American Revolutionary War, and there were native allies that fought on both sides. Some allied themselves with the British because, after Pontiac's almost successful attempt, there was a major concession that had been made by the British monarch to the Native American tribes. The British "Crown Proclamation" declared that there would be no land speculation west of the Appalachian Mountains. That would protect Native ancestral homelands west of the Appalachian Mountains, and also give those refugees that were engaged in combat east of the Appalachian Mountains a place to retreat. Some of the tribes sided with the British because of this agreement.

However, not all sided with the British—several American Tribes played pivotal roles on the sides of the colonists. If it were not for Corn Planter and his Iroquois people who came to Valley Forge during that winter when Washington and his troops were camped out there, with bushels and bushels of corn, the American Revolution may not have been successful. Native people played a very important role in the early formation of this country.

General Cornwallis surrendered to Washington in 1781, ending the hostilities of the American Revolution. Representatives of the colonies met with representatives of the British crown in Paris in

1783, where a peace treaty was signed between the two nations. The Continental Congress came together again, and they begin working on a constitution for the United States of America. In 1789, the Constitution of the United States was ratified.

Much of the philosophy of the Indian confederacies of the eastern seaboard was incorporated into the Constitution of the United States of America. The workings of the Iroquois confederacies and the Algonquin confederacies were somewhat familiar to the American founding fathers at that time. This was because there had been three generations of relations between the leaders of those confederacies and the colonial leaders by the time they sat down to draw up the Constitution of the United States of America. Many of these concepts of the Native Confederacies were foreign to the ancestors of the founding fathers, because they had come from a European monarchy that operated on a feudal system where the monarchs had absolute power. They were very surprised to find out that the leaders of the Indian Confederacies were considered to be *servants* of the people. That concept of representative government was incorporated into the United States constitution. They were also surprised to find out that those leaders could be recalled if they did not represent the wishes of the people. In addition, women were at the very base of political power in the native confederacies—it was the clan mothers who actually elected their leaders. If those leaders did not act or vote according to the wishes of the people in the tribe's grand councils, then they could be removed from office by the clan mothers and a new leader would be reinstated. Thus, the idea of recall was incorporated into the constitution. The Iroquois confederacy had a two-house system composed of the council of Chiefs and the council of Pine Trees, a title bestowed on the members of the second house.

Many of these concepts were incorporated into the constitution, but some were not. For example, when Congress sits down to pass a bill—when 51% of the Congress votes in favor of a bill, and 49% against, and the bill passes—this is majority rule. This is different than the process that operated in the old confederacies, where decision making process operated on a consensus basis. This meant that it took a considerable amount of time to make a decision. In that process, the question was argued almost down to the last person before a decision was made. It was a much different process than what we have today in the American Congress. Benjamin Franklin was very knowledgeable about the workings of those confederacies at the time, and was one of the early promoters of including Native American ideas into the constitution.

The British still exhibited considerable influence up to the war of 1812 between the colonies and England. From the 1780s to the early 1800s, there was a great deal of settlement and westward expansion from the eastern seaboard westward into the Great Lakes area. Many tribes were displaced as a result of that. One of the tribes was the Shawnee, led by Tecumseh, whose language and culture were similar to the Ojibwa.

Tecumseh was able to organize a very powerful confederacy fighting against American expansion from the 1780s to the early 1800s. In this war he allied himself with the British because of the concession the Crown had made to Pontiac in 1763 protecting Native lands west of the Appalachians. Tecumseh fought bravely in the battle of the Thames River in 1813 against overwhelming odds. On the eve of the great battle British Colonel Proctor could see the handwriting on the wall, so he got in his carriage and left. Tecumseh took command of the force, leading both the British and the native forces against the Americans, and was killed in action. Representatives from the United States and Britain came together in 1815 and signed the treaty of Ghent, and this ended the British influence south of the United States-Canadian border of the Great Lakes area. By this time, the balance of power was shifting in favor of the new nation—the United States of America.

As westward expansion continued, many tribes were displaced. This resulted in one tribe being pushed into another's territory, and in this way hostilities would erupt between the tribes along the frontier line. The United States decided to send representatives to Prairie du Chien, Wisconsin in 1825 to try to establish peace between the different warring tribes. There was also a hidden agenda that operated at the treaty of 1825. The hidden agenda was to establish land ownership for the different tribes. Definite boundaries were established, which resulted in what we recognize as the ceded territories. This in turn set the stage for a whole series of land concession treaties that were about to occur in which millions of acres of Native American lands were ceded to the United States.

In 1828, Andrew Jackson was elected president of the United States. He ran on a very strong expansionist ticket supporting the boomers of that time. Two years into his administration, in 1830, Congress passed the Indian Removal Act. This significant action gave the President of the United States power by executive order to forcefully remove any and all tribes residing east of the Mississippi River to land west of the Mississippi River. Removal of the Cherokee nation began, and one out of every four Native Americans died along the way of their forced march from Georgia and North Carolina to dry and arid lands in Oklahoma. For this reason it was called the Cherokee Trail of Tears.

There was an offshoot of the Creek called the Seminoles that retreated into the swamps of the Florida peninsula and fought off the United States Army. By the time the Seminole Wars were over, the United States had lost one soldier for every two Seminoles removed—man, woman, or child. It cost the United States more money just to remove the Seminoles than all other tribes put together. To my knowledge, there has never been a peace treaty that has been ratified between the Seminoles and the United States government.

In Northern Illinois and southern Wisconsin lived the people called the Ozaukee or Sauk. Every winter, their chief would lead his people across the Mississippi for their winter bison hunt. In 1831-1832, they came home and found settlers living in their lodges and using up the food the natives had

stored. Blackhawk, who was their chief at this time, resisted the federal removal order. The United States government set up a puppet chief named Keokuk who would sign any paper put before him. This resulted in the Blackhawk War, which was really an organized retreat by Blackhawk and his band when they found out what kind of forces they were up against. Blackhawk and his people were massacred by the Illinois militia and three units of the United States Army. A good deal of this massacre of men, women, and children of this took place here in Southern Wisconsin.

News of these massacres traveled fast among the tribes. They were aware of what happened to Blackhawk. When the lumbering interests began to covet the forests in Wisconsin, Michigan, and Minnesota, representatives of the United States government met with various leaders of the Ojibwa. In 1837, they came together and signed a major land cession treaty which gave American lumbermen access to the pine timber in the Northern Great Lakes. The Ojibwa leaders knew the only choice they had was to enter into the treaty; the other choice was to go to war. This was called the lumberman's treaty, and soon after, in 1842, another similar treaty focused on mining.

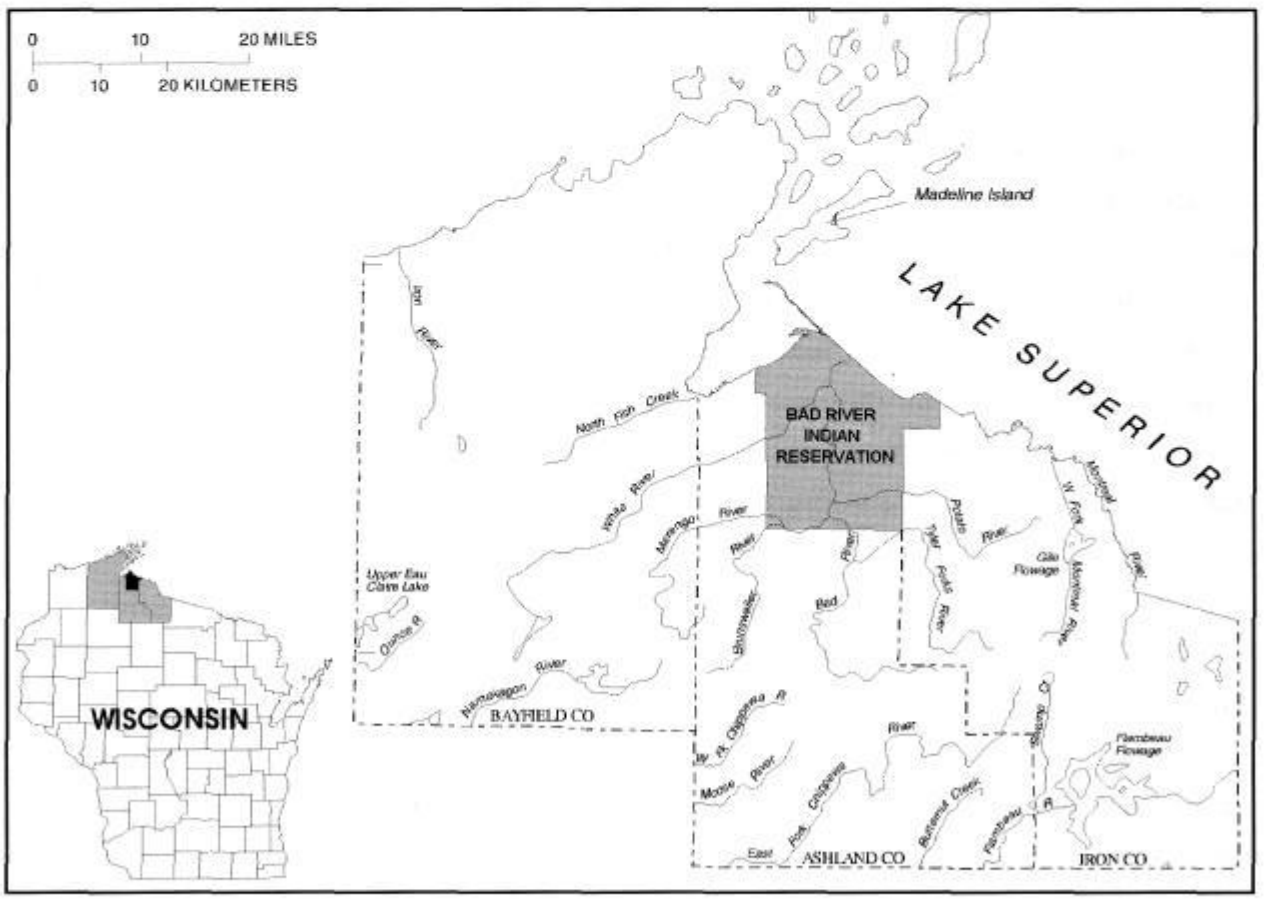
In 1848, Wisconsin became a state. Many native people were an integral part of the economy by this time. During negotiations of the treaties of 1837 and 1842, the commissioners of the treaties told the leaders of the Chippewa that as long as they did not make war against the settlers, they would be undisturbed and could live on their ancestral homelands forever. The ceded territories encompassed the northern third of the state of Wisconsin, most of the upper peninsula of Michigan, and later the northeast quarter of Minnesota. In the negotiations with representatives of the United States, the Indian leaders were looking at succeeding generations down the road and were asking themselves what they would be leaving to their descendents. For this reason they reserved certain rights—treaty-reserved rights—which included the rights to hunt, fish, and gather in those ceded territories.

Chippewa leaders were very surprised when, in 1850, President Zachary Taylor issued a removal order in direct violation of what they had been told in the 1837 and 1842 treaties. In order to force the issue, the United States government moved the Indian Agency from La Pointe on Madeline Island to Sandy Lake in Minnesota. By this time, the Indian people could not follow their semi-nomadic lifestyles of hunting, fishing, and gathering in that ceded territory. They were confined to a smaller space with less game animals, and their people were living in utter poverty. According to the treaties of 1837 and 1842, there were to be annuity payments that the United States government would make for a period of twenty-five years after each of the land cession treaties were ratified. That would be payment for the land ceded in those treaties. Annually, the Native people had to come to the Indian Agency to receive their compensation which would carry them over to the next year.

In the winter of 1851-1852, many of the Lake Superior Ojibwa traveled by canoe to Sandy Lake, Minnesota. Upon Arrival, they found that the Agency had burned down. They were hungry, and

tried eating the government pork that had survived the fire, but it was tainted. Many died as a result of food poisoning. Those that survived tried to make their way back home. By this time, the waterways were frozen, so they were forced to make their way on foot. Over 200 died on the trek back home to this area and other areas where they were located. As a result of this, in 1852, the warriors of the Lake Superior Ojibwa were ready to go to war with the United States. The civil chiefs—Buffalo, Blackbird, and others—had a hard time holding the younger warriors down, so they held a council at La Pointe on Madeline Island. Here they decided to send a delegation to Washington, D.C. to meet with the Commissioner of Indian Affairs to see if they could get the removal order rescinded rather than go to war.

In April 1852, Chief Buffalo, Chief Oshoge, interpreter Benjamin Armstrong, and two braves set out on their journey, traveling the full length of Lake Superior by birch bark canoe, going ashore in stormy weather. By this time, mining operations were in full swing around Ontonagon, Michigan. They were greeted by the Ontonagon band of Ojibwa when they landed on shore. Armstrong went to the



The Bad River Indian Reservation and Madeline Island. Base Map from the U.S. Geological Survey 1:100,000 digital data; modified by Wisconsin Department of Natural Resources, 1993. Used by permission.

mining executives there and was able to get a number of signatures on a petition contesting the removal order of the tribe. The same happened in Marquette, Michigan. By the time they time they reached Sault St. Marie, they were met by an Indian agent and soldiers and were asked if they had permission to take that journey. When the agent found out that they had no official permission, he told them they would have to turn back. Armstrong showed the Indian agent the petitions and convinced him that they must continue their journey. The United States had already gone to war twice with Great Britain, and if the Lake Superior Ojibwa went to war with the United States, it would have international implications. This was because over half of the Ojibwa lived on the other side of the United States-Canadian border. The United States government had already sent out spies among the Native tribes because they suspected Chief Buffalo was conspiring with the British. Even the United States military was apprehensive about this at that time.

From Sault St. Marie, Buffalo and his delegation boarded a steam boat and landed in Detroit, Michigan, where they met with another Indian agent and were successful at arguing that they should continue their journey. From there they took a railway train to New York City. Benjamin Armstrong had procured a letter of introduction from one of the mining executives to a New York stockbroker, who entertained them at his home that evening before they made their way to Washington, D.C.

They traveled to Washington D.C. by rail and, to make a long story short, Armstrong visited the Commission of Indian Affairs, was thrown out of his office, then decided to go over his head to the Secretary of the Interior. The same thing happened when he visited with the Secretary of the Interior. He came back to the hotel where the delegation was staying, and met with them in the dining room. There he gave them the bad news that he had been thrown out of both offices. There happened to be a United States Senator Briggs who was sitting at the next table to where the delegation was seated. He came over, introduced himself, and asked if he could be of any assistance. He was told of the promises that had been made by the treaty representatives, and about the removal order. Briggs told them that maybe he could get them the audience of the President of the United States, who was now Millard Fillmore.

Several days later, they did meet with the president, but nothing was decided at that meeting. However, they felt a little better because, for the first time, someone had listened to them. Several days later, there was another meeting, and President Fillmore rescinded the removal order and arranged for their return home by rail and steam boat. From the Twin Cities, they walked home announcing to the Indians along the way that the removal order had been rescinded. They were told to make preparations for still another treaty.

The result was the treaty of 1854, which was both and good and bad news for the tribes. The good news was that it established postage-stamp sized reservations for the various bands of Lake

Superior Ojibwa in Minnesota, Wisconsin, and Michigan. The bad news was that the Minnesota Ojibwa gave up the northeast quarter of the state in a land cession agreement.

As time went on, reservations were established for Native American tribes and Congress passed another act in 1887 called the Dawes Allotment Act. The Allotment Act allocated eighty-acre tracts of land for each member on the tribal roles. In effect, this was still another mechanism to divest the native people of their land. After the allotments were given, the rest was declared surplus and put up for sale by the United State Land Office. More land was alienated from the native people this way. In addition, many native people were considered incompetent of handling their own business affairs. This was the responsibility of the Bureau of Indian Affairs (BIA). As the lumbering industry began to covet the timber lands that the Indian people possessed, the BIA changed its policy to include what they called a C.C., which was a "Certificate of Competency." Native people could then acquire a Certificate of Competency and sell their allotment. A great deal of land was also alienated from the American Indians in that way.

There was a great deal of political maneuvering at that time. The policy of the United States government was to try to make farmers out of Indian people, even if their allotment was swamp land. If a lumber company wanted to acquire Indian land, they could either buy the timber off the land or buy the land itself. Many times the Indian agent would not allow money to be exchanged, but according to bureau policy, they could get a team of horses instead. The Indian person would take the team of horses; the agent would say, for example, that his brother-in-law needs a team of horses, so the Indian would sell the team of horses and get only a fraction of what they were worth. Through these types of dealings, the both Indians lost their land and were cheated of just compensation.

[These national trends and policies had a direct impact on the local tribes of northwestern Wisconsin.] From the 1880s to the 1920s, the Stearns Lumber company moved in on the Bad River Indian Reservation and began operations. This was the largest lumbering operation in the world at that time. The old growth pine timber was clear cut, altering the landscape forever.

More recently, clear cutting practices have all but destroyed the biodiversity of many areas, and there have been many things that had adverse effects on the remaining timber. The American elm trees that once grew in the river flats were wiped out in the 1970s when the Dutch Elm beetle invaded Northern Wisconsin. Ten years ago, the big white birch trees were dying, which was attributed to several years of drought, insect parasites, etc. Now there is no elm bark or birch bark large enough to use for covering native lodges or constructing canoes. The landscape is much different now than it was just thirty years ago.

The local tribes of this area have worked hard to regain the land where they once resided. Within this past year, there has been a repurchase of land on the Bad River Reservation. With this

purchase, the tribe went from 60% ownership to 75% of the reservation. They are trying to save what they have left—not only the timber, but also the woodland and slough areas.

The land is an important part of Native heritage connecting the people with the traditions of their ancestors. Every effort must be made to save what is left.

Logging in the Apostle Islands

By Nancy Farm Mannikko and Robert W. Mackreth

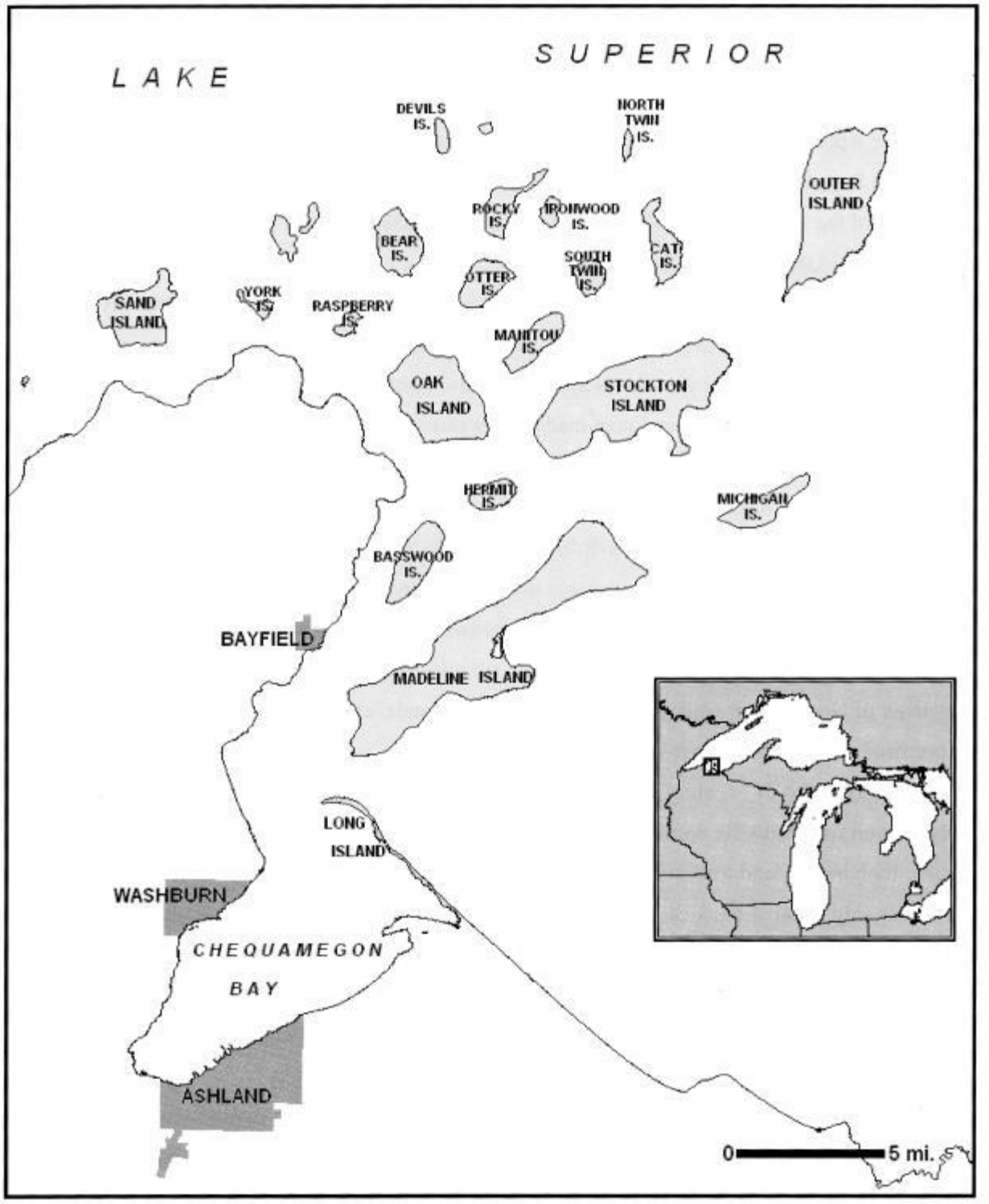
The Apostle Islands National Lakeshore is located in extreme northern Wisconsin at the western end of Lake Superior. The Lakeshore covers 32,160 acres of land in Bayfield and Ashland counties, and includes 21 of the 22 Apostle Islands. The islands range in size from only a few acres in the case of Gull Island, to over 10,000 acres on Stockton Island.

The majority of the islands are relatively flat, comprised of a bedrock of sandstone lying close to the surface. As a result, the islands in general have poor drainage, and swampy areas are common. The shorelines for the majority of the islands are characterized either by sandstone cliffs or high clay bluffs. Natural harbors are uncommon, and man-made docks were frequently swept away by wave action or the movement of ice during the winter.

The existing forest types on the islands include both boreal forests and northern hardwood hemlock. White Pine and Red Pine, both highly desirable species for 19th century lumbering activities, are found throughout the islands, although not usually as dominant species. Several small pockets of old growth trees remain, including several hundred acres of hemlock on Outer island, although most of the existing forest cover consists of second, third, or even fourth growth timber. With the possible exceptions of North Twin, Gull, Eagle, and Raspberry Islands, extensive and repeated forest harvesting has occurred on all of the islands within the national lakeshore.

Today in the 21st century, it is easy to forget that the Great Lakes once functioned as the fastest transportation route into the upper Midwest. Water made exploitation of the region's natural resources possible long before land transportation reached interior portions of the state. The opening of the St. Mary Falls ship canal at Sault St. Marie meant ships could sail directly from Chicago to Duluth or vice versa. Port cities such as Ashland and Superior saw hundred of ships arrive over the course of a summer. Timber cut from Outer Island, milled on the mainland at Bayfield, Washburn, or Ashland, then shipped by lumber scow could be transported to cities such as Detroit or Chicago much more economically than timber cut and milled and shipped by rail.

The geographic conditions of the Apostle Islands presented both opportunities and challenges for would-be lumber entrepreneurs. As one textbook notes, logging is preeminently a problem of transportation. The inner islands, such as Basswood and Oak, lay only a few miles offshore from the mainland and so were comparatively easy to reach. Islands such as Cat, Ironwood, and Outer posed greater difficulties. Nonetheless the ready availability of water transport for rafting logs to mainland mills served to allay any doubts anyone had due to the Islands' isolation. Haul runs on the island could



The Apostle Islands and the Chequamegon Bay area today.
Base mapping from the United States Geological Survey.

be short, the logs being decked lakeside to await rafting in the spring.

At the same time, unlike loggers conducting river drives, lumbermen in the Apostle Islands could not count on water currents to move their product downstream. Steam tugs were necessary to get the logs where the lumbermen wanted them to go. Weather on Lake Superior also interfered with rafting plans as sudden storms drove log rafts apart, or drove them to shore many miles from their intended destinations. The northern climate also meant that water transportation was only an option half the year. Most years, ice begins forming along the shoreline in November. Depending on the severity of the winter, navigational channels may remain blocked by ice until the end of April.

Lumbering operations on the Islands therefore faced daunting logistical challenges. The lumbermen had to build camps, bring in supplies, and transport men and equipment across miles of open water. Some companies waited for the lake to freeze over, then hauled supplies across the ice. Others set up camps in the fall using boats. Once a camp was established, the workers found themselves isolated from the mainland for many weeks at a time. In the fall, the period between when the lake became impassable by boat and when the ice was thick enough to safely form a bridge to the mainland could last for months. In the spring, the reverse was true. The ice could begin to break up and become unsafe weeks before it was possible for a boat to reach the islands.

The combination of the high-risk occupation and isolation led to tension in the camps. Logging was a hazardous operation at best: as one source remembers, cables stretching into the forest can suddenly become taught and snap, slashing out lives in a single blow. Or monstrous logs can get out of control and knock whole crews into oblivion. Such a place was not the safest in the world. The arduous work combined with miserable living conditions were enough, as one man put it, to weed out the weaklings in one season. Even in a time when thousands of immigrants were streaming to America seeking jobs, the lumber companies had trouble finding and keeping workers. Workers at the Schroeder logging camps on Stockton Island, for example, reportedly refused to work until the company made provisions for better medical care.

Nonetheless, despite the difficulties Lake Superior imposed, by the time the Apostle Islands National Lakeshore was established in 1970, loggers had cut the timber repeatedly on almost all the islands. Logging did in fact continued until May 1974, with the last logging operation taking place on York Island.

The Chequamegon Bay region differed from other portions of the state in many ways. Lake Superior not only sped development along its shores, the lake also permitted the early exploitation of forest types that pine lumbermen passed over in river valleys further south. While pine may have been the most profitable of the trees that lumbermen sought, but it was not the only wood cut, nor was all of the wood destined only for sawmills. Wood provided potash, charcoal, fuel wood for steamboats, mine

timbers, railroad ties, and a plethora of other wood products. Hardwoods, such as white oak, were favored for bridge ties and timbers due to their density and resistance to rotting. Hemlock was initially harvested for its bark, for use in tanneries, then later as pulpwood. Lumberjacks that spent the winter cutting pine often spent the summer cutting and peeling hemlock, occasionally even living in the same camp buildings. Finally, following the development of wood pulping techniques for use in paper making in the 1870s, in some areas harvesting softwoods for use in the paper industry quickly overshadowed cutting pine for lumber. The multiple uses of forest resources is particularly apparent in the Apostle Islands where white pine logging camps, cordwood fueling stations for steamships, and hemlock bark harvesting operations occurred simultaneously in a relatively small geographic area.

Just as Lake Michigan had served as a route to open the southern portions of Michigan and Wisconsin to settlement, Lake Superior performed a similar function for the northern regions. The voyageurs had turned all five great lakes into a highway for the fur trade early in the 18th century. Once LaSalle, Desoto, and other explorers established routes connecting the Mississippi and the Ohio River valleys with the Great Lakes, missionaries, fur traders, and adventurers followed in short order. The portage over the falls of the St. Mary's River connecting Lake Huron with Lake Superior was a nuisance, but not an impenetrable barrier. By the early 19th century, European tourists visiting America describe watching the portaging activity as yet another area attraction and curiosity. Nor was freight the only thing carried around the rapids. One missionary described a 300-ton steamboat being portaged between the lakes in 1846.

Still, treaty rights with the Ojibwe and other indigenous peoples prevented many aspiring capitalists from following through on ambitious plans for development. Lines drawn as part of the 1837 Pine Tree treaty prevented white settlement and mining along the Lake Superior shoreline. In 1842, the Ojibwe ceded their mineral rights in upper Michigan and northeastern Wisconsin. The copper boom began almost immediately, followed quickly a rush to the iron ranges. Investors staked out mining claims on the Keweenaw Peninsula, on Isle Royale, and the Ontonagon area. Along with the mines came a tremendous demand for wood products: timber for bracing the mine shafts, for houses for worker's dwellings, for ships and barges to hold the ore, and for charcoal for smelters. The new mines and towns that sprang up around them devoured timber voraciously.

Finally, in 1854, the treaty of La Pointe, signed on the Apostle Island which bore that name, opened the remainder of the area for development and Euro-American settlement. Towns appeared along the south shore—Ashland, Bayfield, and Superior—hoping to boom as port cities. Using promotional brochures distributed in eastern states, developers such as Henry Rice touted the advantages of living in Bayfield to potential settlers. Rice, a native of St. Paul, Minnesota, purchased land on the town site for what would become the city of Bayfield, sold lots for homes and businesses…and left.

The American Fur Company had established the first commercial saw mill recorded in the Chequamegon Bay region in approximately 1845. The entrepreneur Julius Austrian acquired the sawmill, located on Pike's Creek, southwest of the present town of Bayfield, along with other American Fur Company property, when the fur company liquidated its assets a few years later. Austrian sold the mill and the adjacent land to Elisha Pike. Pike's son then expanded the mills' operations considerably.

By the 1880s numerous other sawmills had been established along the mainland, including sites at Redcliff, Bayfield, Washburn, and Ashland. Along with the sawmills cutting lumber, industries making use of other wood products sprang up. Woodyards were established on Basswood and Oak islands. Local newspapers carried ads boasting the availability of good quality dry hardwood for fuel. William Knight's 1872 newspaper advertisement noted the convenience of the Oak Island facility, right on the west channel, easily accessible for ships traveling from the western end of the lake to Bayfield and Ashland, and with a 400-foot dock for secure boardage. Knight's woodyard had been established years before by James Chapman, a local businessman who engaged in a number of business investments with John Knight and William Knight following the Civil War.

Some businesses were small, literally one-man operations. The hermit of Hermit Island, for example, was described as a cooper who apparently worked and lived alone, and produced just enough barrels to supply his simple needs. Others, such as the Pike sawmill, which eventually became the Wachsmuth sawmill in Bayfield, employed hundreds of employees. The sawmills became, at least briefly, their own best customers as the owners constructed company housing for their workers. Pike, for example, built houses that were sold at a reasonable cost to his employees. Logging camps were established both on the mainland and on the islands. Knight's woodcutting operation on Oak Island, for example, was large enough to warrant setting up a logging camp to house the men felling trees, cutting the cordwood to size, and then transporting it to the dock.

In describing the logging operations in much of Wisconsin, such as the expansion of Weyerhaeuser-related companies, many historians note that the lumbermen passed over the hardwood stands because hardwood did not float. The early lumbermen were dependent on river drives to transport timber from the woods to the mill. Mary Roddis Connor, for example, describes the 19th century lumbermen burning felled maples and oaks as trash. They simply wanted to get the hardwoods out of the way, because they had no effective way to move it even if a market did exist elsewhere.

This was not a problem on the Apostle Islands. The fact that most green wood will not float as readily as pine was no impediment to barges providing cheap transportation to the mainland. This meant that entrepreneurs could start harvesting hemlock for bark for tanneries, oak for barrel staves, and maple and birch for cabinetry from island sites decades earlier than their counterparts on the mainland. In the case of hemlock, for example, records indicate that it was harvested from the Rud farm on Basswood

Island as early as the 1870s, even though there is no evidence of a tannery operating in the local area. The hemlock bark was apparently shipped via Lake Superior to tanneries elsewhere. Newspaper accounts also mention loggers cutting hemlock on Outer Island circa 1885.

Historians on logging and lumbering generally agree that timber harvesting in the United States can be generally described in three distinct epochs: the first beginning in the colonial era, the second beginning circa 1870, and the third beginning sometime between 1910 and 1950. Where historians disagree is on the key identifying characteristics of these epochs. Theodore Karamanski prefers to define logging epochs by its mode of transportation: water, rail charcoal.

The first was largely muscle power, consisting of river drives on the rivers and lakes. The second epoch, following the American Civil War, was the age of railroad logging. This actually reached the Apostles long after it had dominating logging practice on the mainland. Railroad tracks first began reaching into the woods laid by timber companies in Michigan in the 1870s, and soon became the standard logging practice nationwide. Railroads eliminated the geographic and temporal constraints of water transportation, and meant that just about any forest could be harvested at any time. Lumber companies quickly learned how to lay track down and then pull it up again just as soon as the timber was harvested. The cost of laying track, engines, and cars for this type of transportation meant that the companies had to make larger capital investments than previously with water transport. Finally in the 20th century, truck hauling on America's highways became the main mode of transportation for logs from forest to mill, and the importance of the railroads faded away.

How was this pattern reflected on an island archipelago on Lake Superior? We can consider the example of the John Schroeder Lumber Company, which occupies a prominent place in the logging industry in this region. By late 1890s, John Knight and his partners had completed the lumbering of the pineries they held in the Chequamegon Bay region. As the 20th century ended, the pine lumbermen began to fade from the scene. Less specialized companies sold marketable products, while Knight did not. The John Schroeder Company responded to the changing logging environment in the upper Midwest, increasing its size and influence in the area while other companies failed.

Schroeder began his operations in the Ashland and Bayfield area through the purchase of a pulpwood factory in Ashland at a bankruptcy sale. John Schroeder, a German immigrant, entered the lumber business in Milwaukee in 1866. He incorporated the businesses of John Schroeder Lumber Company in 1881, and by the 1890s he had built up one of the largest lumber companies in the Midwest. His firm owned thousands of acres of timberland in Minnesota, Wisconsin, Michigan, Canada, and Florida. Schroeder operated several lumbermills and two large retail lumberyards in the Milwaukee

area. While he employed some river drives in Minnesota and Canada, in Wisconsin and Michigan his companies largely relied on railroads and Lake Superior for transportation.

Schroeder purchased a sawmill at Ashland in 1901 because of its location on Chequamegon Bay. Log rafts coming from Schroeder's logging camps Minnesota on the north shore would have the shortest transit distance on the big Lake. Schroeder's logging operations in Minnesota ended in 1905. At that time, the company turned its attention to stumpage purchased from Knight, Vilas, & others on Oak, Stockton, Michigan, Outer, Bear, and Devil's Islands. Schroeder also owned land and purchased stumpage on the mainland, along the Bad River, along the Montreal River drainages, and in Michigan's upper peninsula. Schroeder purchased outright large tracts of land on four of the Apostle Islands, while leasing timber rights from William Vilas on others. Unlike Vilas, who had been interested primarily in softwoods, such as pine, Schroeder harvested hardwoods as well as conifers. Hemlock and other softwoods were rafted to the mill, while hardwood was loaded onto scows for transport.

In addition to the Ashland mill which produced shingles, finished lumber, lath, and railroad ties, the company manufactured high-quality hardwood flooring in Milwaukee. Schroeder's fleet of tugboats and scows meant the company was totally vertically integrated, from ownership of the raw materials to final transportation of the finished lumber to retail outlets. Schroeder dominated lumbering industry in the Chequamegon area for twenty-five years.

Schroeder faced daunting logistical challenges in logging the Apostle Islands. The camps on Stockton Island were set up as winter sleigh-haul camps, meaning the timber was cut and transported to the mainland during the coldest months of the year. Camps were set up and supplied during the summer and fall months, hauling necessary supplies to the islands during the boating season. But once the winter set in, the men on the island might be isolated from the mainland for many weeks at a time. Ice on the lake could prevent boats from reaching the island, but at the same time be unsafe to walk across. Concern about workers' safety and lack of any medical care in an emergency led Schroeder to arrange for a doctor to be on the island during the winter logging season.

At the same time, Schroeder often used the island location to his advantage. Many logging camps around the United States maintained large herds of cattle as a source of food for the loggers. But while mainland logging camps had to fence in their herds, the cattle on the island could be allowed to run freely until needed.

When the Schroeder lumber company arrived on the scene in the Chequamegon Bay region,

numerous sawmills lined the shore of Lake Superior. Red Cliff Lumber, Wachsmuth, Superior Lumber, and other companies, in Bayfield, Washburn, and Ashland all operated large lumber mills in Bayfield and Ashland counties. By the turn of the 19th century, however, conditions were changing. Mills started having trouble maintaining steady supplies of logs. Newspaper reports in Ashland in the 1890s, for example, include numerous references to sawmills running reduced shifts or opening late due to empty millponds. Companies such as Schroeder were not as hard hit because they used second-growth and hardwoods, but mills that specialized in softwoods began to shut down, mirroring events that were taking place across the entire American Midwest. Firms such as Weyerhaeuser, with its origins on the Chippewa, relocated their operations to the Pacific Northwest or the Deep South. The pine was gone, and soon, too, would be the lumbermen who cut it.

The depletion of the pine did not, however, signal the end of logging and lumbering on the Apostle Islands, any more than the abundance of pine had been necessary for its beginning. Companies such as Schroeder managed quite well harvesting hardwoods and conifers other than pine, such as spruce or hemlock. In addition, while Schroeder's operation in the Apostles had begun as logging had been practiced for decades—using muscle and horse-pulled sleighs—by the 1920s the company was switching to steam. Schroeder had already diversified with his mix of hardwood and softwood harvesting with products ranging from hardwood flooring to railroad ties. And when consolidated paper opened a paper mill in Ashland, Schroeder became one of the first lumber mills to convert waste wood chips to sell as pulp. At the same time, Schroeder was already a major supplier of pulpwood logs to the paper industry. His company rafted spruce across Lake Superior to be loaded onto railroad cars in Ashland to paper mills in the south.

Despite the company's past successes in adapting to changing conditions, the Great Depression hit Schroeder lumber hard. The company began selling its holdings in the Apostles, even though marketable timber remained on the islands. Finally in 1939, the Ashland mill closed.

Although logging continued in the Apostles for several more decades, no single company would dominate the area as Schroeder's had. Logging and lumbering practices changed. Gasoline powered felling and hauling equipment replaced both draft animals and steam, and the number of workers required dropped dramatically. In the 1920s, the Schroeder camp on Outer Island employed as many as one hundred men. Fifty years later, the Lullaby Furniture camp housed scarcely a dozen. By the time the last logging job occurred in the Apostles on York Island in 1974, workers there commuted daily from their homes on the mainland.

In the same decade, an even more profound change occurred: the establishment of the Apostle Islands National Lakeshore and the transformation of the archipelago to a protected preserve. In 1984, the National Park Service historian Kate Lidfors, provided a general overview of logging and lumbering history within the Apostle Islands National Lakeshore. Lidfors tentatively identified eleven sites that appeared to merit special consideration as archaeologically important, as well as potentially valuable for resource education and park interpretation. These eleven sites covered the full chronological range of logging within the region, from its earliest days to the modern era. Additional undisturbed sites have also been identified within the park by others.

Visible remains of logging camps easily can be found on Bear, Ironwood, Oak, Otter, Outer, and Stockton Islands, along with sizeable artifacts. Many of these artifacts, are ones that, had they been located in less remote locations, they would have been salvaged long ago. On one island site, the blacksmith's forge still stands upright, while the blacksmith's shop lies decaying around it. The fact that such a large and significant artifact remains undisturbed strongly suggests that thorough archaeological excavations at that site would field a wealth of artifacts and data. Franzen's studies of food raised and cultural aspects of logging camps were based on vandalized sites located in Hiawatha National Forest. One can only speculate on what types of data might be gathered from a logging camp that has never been disturbed.

In addition, spatial organization of logging is still readily discernable. Aerial photographs of the islands still reveal the patterns of skid trails, tote roads, and landings. On Outer Island, for example, the grades of the main haul line, as well as the numerous spur tracks, remain intact, having suffered minimal disturbance from succeeding truck-logging operation. Rather than bulldozing new roads, truck loggers in the 1950s and 1960s took advantage of existing rail grades. In addition, Outer Island, like many of the Apostles, was never homesteaded, nor was it subjected to active efforts at reforestation. This means that, unlike many mainland sites, the soil has never been disturbed by large-scale plowing.

To conclude, although logging is known to have occurred on all but four of the Apostle Islands, comprehensive archaeological surveys have yet to be done on many islands. Ironwood Island, for example, was logged repeatedly beginning in the 19th century, and continued up to the 1950s, yet to date has not been the subject of thorough archaeological or historical studies. Standard shovel testing and transits of the lakeshore have been conducted, primarily in response to development needs such as clearing campsites or routing hiking trails. It is probable that logging camps and other associated sites lie undisturbed since the lumberjacks lived there over a hundred years ago, and they still await discovery

in the forests of the Apostle Islands. The sites cover the full range of forest harvesting in the upper Midwest, from the earliest pine lumbering with axe and oxen, to full mechanized pulpwood cutting in the 1960s. Budget constraints have unfortunately prevented the National Park Service from conducting either the comprehensive archaeological fieldwork or the thorough archival research that these known sites merit. Nonetheless, it is clear that, compared to mainland sites, the logging and lumbering sites within the Apostle Islands National Lakeshore represent a particularly rich source of data.

Hundreds of logging camps and associated properties once existed in Wisconsin. The majority of the mainland properties have been vandalized, looted, plowed under, or built upon. In the Apostles, however, the lumbering industry's footprints are still clearly visible to the observant eye. They wait patiently for scholars to unlock their secrets, and to tell their stories to future generations.

2004 Fixmer Award
The Forest History Association of Wisconsin
Distinguished Service Award
To an Individual

Mike Monte

After graduation from college, Mike Monte worked in the logging business for almost ten years. In 1987, after he purchased the *Pioneer Express*, he began acquiring photographs of lumbering and now has a collection of over 4,000 of them. At the same time, he began writing articles on the same topic for the *Pioneer Express*, the *Timber Producer*, the *Northern Logger*, and other publications, and giving presentations to various groups and organizations. He helped start the Forest County Historical Society and has been a member since its inception. He has done photographic work and raised funds for the Wabeno Logging Museum. In 1997, he was primary author for the book *Wabeno's First 100 Years*. His crowning achivement, however, was the writing of *Cut & Run: Loggin' Off the Big Woods*, which was published in 2002.

For his efforts to preserve the lumbering history of northeastern Wisconsin through the collection and preservation of old photographs and the writing of articles and books, the Forest History Association of Wisconsin Presents the Fixmer Award (FHAW Distinguished Service Award to an Individual) for 2004 to Mike Monte.



Randall Rohe Presenting the 2004 FHAW Fixmer Award to Mike Monte.

2004 Connor Award
The Forest History Association of Wisconsin
Distinguished Service Award
To an Organization

Mason Area Historical Society

Mason had its origins as a lumber company town in 1884 when the White River Lumber Company laid out a town site and erected a sawmill, store, warehouses, boarding houses, and cottages for men with families. For many years, Mason prospered. Indeed, according to some period accounts, its population reached 2,000 by 1910. The timber, however, eventually ran out and like most company towns, Mason began to decline. Unlike some company towns that became ghost towns and had most of their history lost, Mason survived. And through the efforts of a group of dedicated volunteers, its history is being preserved.

The Mason Area Historical Society began in 1991 as a chapter of the Bayfield County Historical Society. Its membership now totals 230, a very impressive number in such a short time. Without question, the Society's major accomplishment has been the restoration of the St. Paul and Omaha Railroad Depot into a museum that houses a growing collection of photographs and artifacts. The buildings on the museum grounds include a playhouse that once belonged to the daughter of the manager of the mill.

For its efforts to collect, preserve, and disseminate the history of Mason, a lumber company town, the Forest History Association of Wisconsin presents the Connor Award (FHAW Distinguished Service Award to an Organization) for 2004 to the Mason Area Historical Society.



Randall Rohe Presenting the 2004 FHAW Connor Award to Representatives of the Mason Area Historical Society Jan Cameron and Betty (Redlund) Lindsey.

2004 Forestry Hall of Fame Award
The Forest History Association of Wisconsin
Hall of Fame Award

Cecil G. ("Mac") McLaren
1904—1987

Considered Wisconsin's first industrial forester, "Mac" was hired in 1927 by the Tomahawk Kraft Paper Company of Tomahawk, Wisconsin, and immediately began an aggressive timberland acquisition program. He purchased thousands of acres of tax-delinquent land for the establishment of the first industrial forest that ultimately grew to 270,000 acres. He established a tree nursery in 1928 to provide planting stock for plantations, and was responsible for establishing extensive plantations in Lincoln and Oneida counties.

Mac was responsible for developing the first pulpwood chipping machine for timberland operations in Wisconsin, and probably the first in the United States. He assisted in organizing the North Central Wisconsin Pulpwood Roundup as part of a national campaign of the War Production Board during World War II. He was a preeminent leader in the state on all matters of interest in the forest industry. He was active in the Wisconsin-Michigan Timber Producers' Association, and in developing the Wisconsin Forest Crop Law. He was one of the original founders of Trees for Tomorrow in 1944, an organization that continues to flourish today.



C.G. McLaren. Photo from the *Owens-Illinois News*, Toledo, Ohio, October 15, 1957.

Minutes of the Annual Business Meeting of Members
September 25, 2004

Call to Order

The meeting was called to order at 3:55 PM by President Benson at the Northern Great Lakes Visitor Center, Ashland. President Miles Benson recognized the Annual Meeting Committee under chair John Grosman. He offered thanks to the host Northern Great Lakes Visitor Center.

Minutes of the Last Meeting

A motion to approve the minutes of September 13, 2003, by Einspahr, supported by Hyde, was carried, all in favor.

President's Report

President Miles Benson introduced the officers and directors for the 2003-2004 year.

President Benson recognized Randy Rohe for twenty years service as a director. Hyde moved to thank Rohe for his outstanding contributions to FHAW; supported by Einspahr, the motion carried, all in favor. Benson led a standing ovation.

President Benson reported the duties of the executive secretary have been divided into a Membership Chair, Dean Einspahr, Recording Secretary, Lawrence Gueller, and Corresponding Secretary shared by Benson and Gueller. He reported Sara Connor has become Chips & Sawdust Editor and Laura Lambert Proceedings Editor for 2004. Miles thanked everyone for their support and encouraged involvement in operations of the Association. He reported on the negotiations with the Wisconsin Historical Society on the curricula in "Learning From the Land" and "Making a Living – Lumbering." Benson reported plans were well along for the 2005 annual meeting. He stated the Fred Belcher Tree Farm had been recognized as a Wisconsin Centennial Farm.

The President reported that John Grosman was heading an effort to set goals and develop strategic planning for FHAW. He stated that future meetings of the Board of Directors would be set well in advance and encouraged members to participate.

Membership

Dean Einspahr reported the current membership as:

207 Individual
5 Corporate
4 Family
19 Life
7 Non-profit
3 Student
3 Exchange

He reported that FHAW logo caps were available.

Treasurer's Report

Treasurer Albrecht distributed the annual financial report for July 1, 2003 to June 30, 2004. The June 30, 2004, cash asset balance was shown as $50,654. Operating expenses for the year were $7,247 and receipts $7,303 for a gain of $56. He presented a report of the July 1, 2003 to June 30, 2004 records audit by members Godell and Waelchli. A motion to approve the audit by Helm, supported by Gurtner, was carried, all in favor. Albrecht reported the book, "Ghosts of the Forests" had returned $25,758 on the $25,000 invested as of June 30, 2004. Albrecht reported the FHAW checking account was now at

the Associated Bank, Shawano. A motion to approve the treasurer's report by Einspahr, supported by Hyde, was carried, all in favor.

Nominations Committee

Chair Einspahr reported Rohe declined nomination for reelection and Grosman resigned, having moved from Wisconsin to Pennsylvania. Einspahr reported for the nominating committee that Baumann, Benson, Connor, Gueller, and Lambrecht would be nominated. The President called for nominations from the floor. Einspahr moved, supported by Poprawski, to close nominations, carried all in favor. Albrecht moved to cast a unanimous ballot for the slate proposed by the Nominating Committee; supported by Helm, the motion carried.

Archives

Benson explained the donation of the Banzhaf papers. The UWSP archivist has indicated there is not enough room for these papers in the archives and space will need to be negotiated with her or some other repository. There is also a question of ownership of the current and future FHAW archive materials. Member Hyde suggested consulting member Easton for recommendations.

Auction

Baumann indicated there are more than 100 items to be auctioned after the business meeting and encouraged participation in this fundraiser.

Chips & Sawdust

Connor reported the Spruce Goose article was to be published in the Wisconsin Aviation Hall of Fame magazine, and the Cleerman article has been submitted to the Voyaguer historical magazine. She stated the FHAW web site, www.chips&sawdust.com was being updated and links added to make it more functional.

Distinguished Service Awards

Rohe stated he has resigned from the chair; he summarized the duties of the position and encouraged members to consider taking this responsibility.

Exhibits

Albrecht reported an exhibit was at the WDNR Forestry Centennial Conference and at the Green Bay Logging Congress. Benson reported having an exhibit at the Wisconsin Woodland Owners Association meeting and stated there is a need for a second, newer display. Benson requested volunteers to lead this function.

Forestry Hall of Fame

Lambrecht reported Mary Connor will be nominated by FHAW in 2005, and nominations are needed for future years.

Publicity

Brisson reported Karl Krog welcomes requests for publicity on FHAW events and activities.

Scholarship

Benson reported that Mike Sohasky will chair the scholarship committee and present a plan for action.

Approval of the Actions of the Board of Directors

Jerry Poprawski moved to approve the actions of the directors from July 1, 2003 to June 30, 2004. Supported by Merrill Hyde, the motion carried, all voting aye.

Publications

Rohe reported on progress with "Ghosts of the Forest" saying there are about 230 books remaining to be sold. He distributed promotional brochures for the book.

Programs

Einspahr reported on the 2005 annual meeting to be held at the Sheboygan County Historical Museum, September 30 and October 1. The planning committee will meet October 5. The planning committee includes Benson, Drewry and Walkner. The meeting will be at the Sheboygan County Historical Museum and the tour will include Wade House and the water-run sawmill there, and the Ice-Age visitor center.

Connor said Camp Five is already preparing for the 2006 annual meeting to be held at Camp Five in Laona.

Benson said future possible sites were Baraboo/Wisconsin Dells, Madison and Hermansville, Michigan. Member Boren suggested the Florence county barrons and Wild Rivers Visitor Center and member Saemann said the Gibbs City CCC camp in Michigan was a possibility.

Wisconsin Historical Society

Benson reported on communications with WHS, on the critique of "Learning From the Land" and "Making a Living – Lumbering". Connor encouraged members to contact the Director of the WHS and their legislators on how important the forest industry has been and is to the State of Wisconsin. Benson said the state seal has no reference to forestry and encouraged members to join the WHS and help direct its activities.

Benson reported WHS awards nominations are due now; contact Miles for information and to make nominations.

Strategic Plan

Grosman reported on plans to complete evaluations and prepare organization goals saying the group needs to renew and sustain its goals and plans.

100 Years of Forestry

Einspahr reported that the book *100 Years of Forestry in Wisconsin* is now available.

Adjournment

The meeting was adjourned at 5:00 p.m.

Treasurer's Report
Forest History Association of Wisconsin
July 1, 2003 to June 30, 2004

Operating Receipts

	2003-2004 Est.	2003-2004 Actual
Dues	2,000	1,345
Donations-Unrestricted	500	2,075
Annual Meeting	1,900	2,280
Auction	700	491
Sales	400	278
Return on Investment	650	834
Operating Receipts	**6,150**	**7,303**

Book Receipts

FY04..... 5,911 (receipts) – 1,818 (expenses) = 4,101*
Total..... 30,138 (receipts) – 4,380 (expenses) = 25,758**

Operating Expenses

Printing	3,000	3,066
Postage	500	497
Operations	1,000	1,678
Annual Meeting	1,900	1,564
Scholarship	500	0
Caps	0	392
Investment	50	50
TOTAL EXPENSES	**$ 6,950**	**$ 7,247**

Cash Assets

	7-01-2004
Stephenson National Bank Checking	25,991
Salomon Smith Barney Fund	14,872
Federated Utility Fund	9,791
TOTAL	**$50,654**

* Proceeds from Book receipts shared 50% with Randall Rohe
** Total expenses includes $758 from Rohe.

Available *Annual Proceedings* Back Issues

The price for each back issue is $3.50 plus $2.00 postage and handling for the first issue and $1.00 for each additional issue.

Make check payable to the Forest History Association of Wisconsin and send to:
Secretary, FHAW
P.O. Box 1001
Marinette, WI 54143-1001

16th Annual Proceedings - 1991
"Forest Products Transportation by River, Rail, and Road"

17th Annual Proceedings - 1992
"Logging and Land Stewardship History Near the Wisconsin-Michigan Border"

18th Annual Proceedings - 1993
"Archaeology and Forest History"

19th Annual Proceedings - 1994
"Prominent Lumbermen of Central Wisconsin"

20th Annual Proceedings - 1995
"Non-Traditional Products of the Forest, Their History and Commercial Development"

21st Annual Proceedings - 1996
"The Flambeau River Area's Forest Heritage"

22nd Annual Proceedings - 1997
"Forest History's Impact on the Growth of Tourism in North Central Wisconsin"

23rd Annual Proceedings - 1998
"Sawmill and Pioneer Lumbermen of the 19th Century Along the Central Wisconsin River"

24th Annual Proceedings - 1999
"Oshkosh- Sawdust City, Then and Now"

25th Annual Proceedings - 2000
"The Historic Rhinelander Area (Land of the Hodag)"

26th Annual Proceedings - 2001
"The Historic Stanley Area"

27th Annual Proceedings - 2002
"The Historic Oconto Area"

28th Annual Proceedings - 2003
"The Historic Two Rivers Area"

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THE HISTORIC SHEBOYGAN AREA"

Proceedings

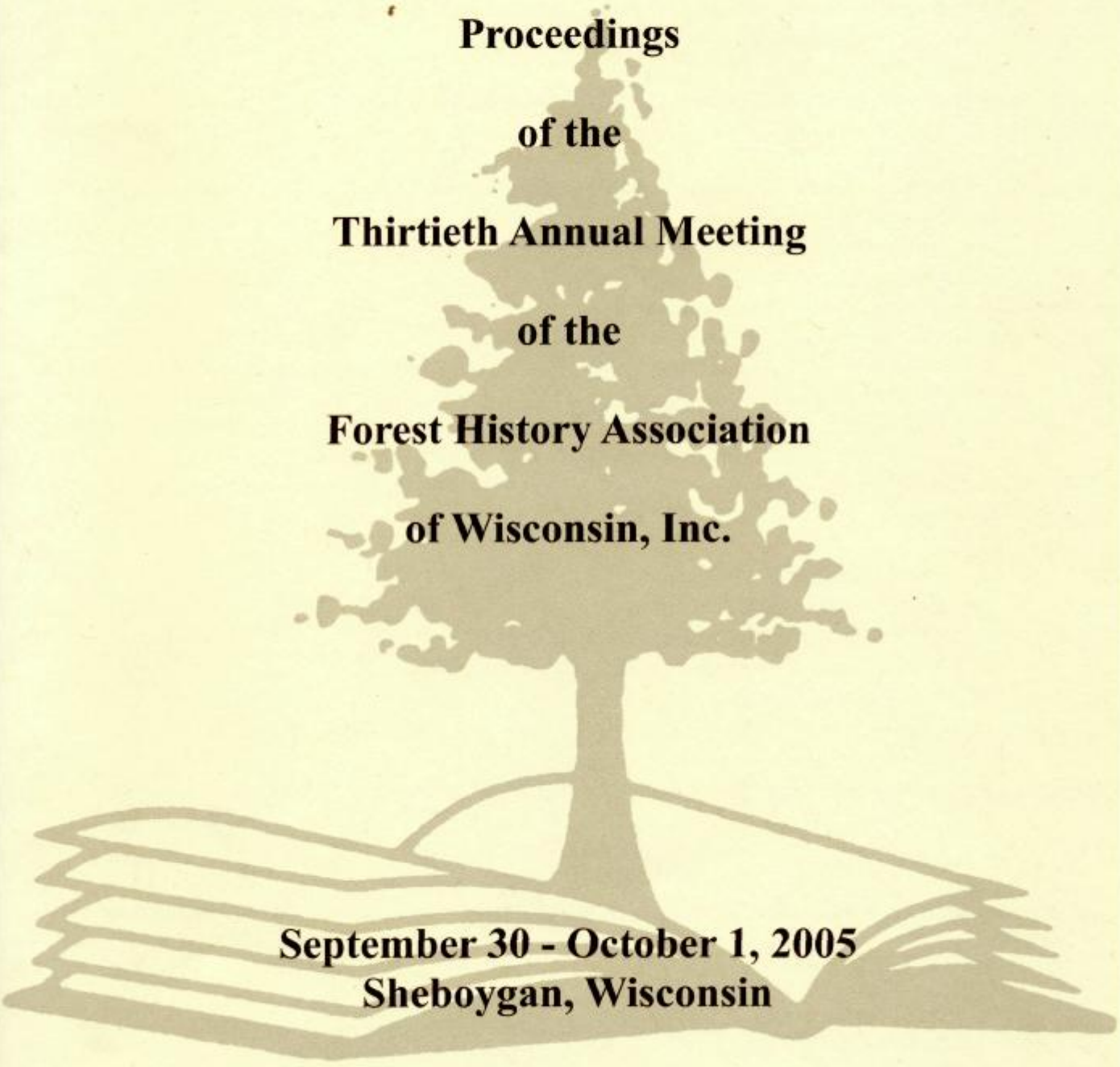
of the

Thirtieth Annual Meeting

of the

Forest History Association

of Wisconsin, Inc.



September 30 - October 1, 2005
Sheboygan, Wisconsin

The Forest History Association of Wisconsin

The Forest History Association of Wisconsin had its beginnings early in 1975 when a group of representatives from the wood products industries, conservation agencies and the University of Wisconsin met to discuss a potential bicentennial project which would remind our citizens of the importance of forests in Wisconsin's past, present and future.

Their discussions led to the founding of the Association as a non-profit, tax-exempt endeavor, whose principal objective would be to preserve Wisconsin's forest heritage. Membership currently numbers about 230 individuals, corporations and institutions.

A ten-member Board of Directors serves as the Association's governing body. Officers and directors for 2004-2005 were:

Miles Benson, President, Co-Corresponding Secretary	Wisconsin Rapids
Robert Brisson, Vice President	Menominee
Lawrence Gueller, Recording and Co-Corresponding Secretary	Keshena
Tom Albrecht, Treasurer	Shawano
Karl Baumann	Marinette
Sara Connor	Laona
Dean Einspahr	Appleton
Donald Lambrecht	Green Bay
Robert Walkner	Two Rivers

The Association has produced a number of publications which will have some appeal to most forest history enthusiasts:

- *Proceedings of Annual Meetings – 1978 through 2004*
- *Bibliography of Wisconsin Forest History Literature*
- *"Chips and Sawdust"* (Quarterly Newsletter)
- *A Chronology of "Firsts" in Wisconsin Forest History*
- *Logging and Lumbering Museums in Wisconsin*
- *Ghosts of the Forest: Vanished Lumber Towns of Wisconsin, Volume I*

Information regarding the Association can also be found by visiting their website:

http://chipsandsawdust.com/

Further information on any aspect of the Association's program and policies may be obtained by writing to:



Secretary
Forest History Association of Wisconsin
P.O. Box 1001
Marinette, WI 54143-1001

Proceedings

of the

Thirtieth Annual Meeting

of the

Forest History Association

of Wisconsin, Inc.

September 30 - October 1, 2005
Sheboygan, Wisconsin



Founded, 1975

"The past is but prologue to the future"

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Foreword

The following pages report the official transactions conducted and papers presented at the thirtieth annual meeting of the Forest History Association of Wisconsin, Inc. Sheboygan, Wisconsin served as host city to the weekend meeting between Friday September 30 and Saturday October 1, 2005.

FHAW members responsible for the planning of the 2005 annual meeting were Chairman, Dean Einspahr, Jim Simon, Dave Drewry, and Miles Benson. While in Sheboygan, FHAW members toured numerous sites of local historical and geographic significance within the county. Group stops on the tour were made at the Wade House State Historic Site, the Kettle Moraine State Forest and Ice Age Center, and the Richardson Brothers Yacht Interiors Manufacturing Facility.

The meeting resumed Saturday morning at the Sheboygan County Historical Society Museum, with local and state historians presenting five papers pertaining to local history topics as well topics related to forest history in the state of Wisconsin. William Wangemann of the Sheboygan Historical Research center began with a history of Sheboygan County. Next, FHAW members saw the return of two presenters from Friday's tour. Jeffrey Murray of the Wade House State Historic Site, Herrling Sawmill, spoke regarding the history of the sawmill and its reconstruction, and Dave Richardson, of Richardson Industries, spoke on the history of his family's company. "Timber Rafting in Wisconsin" was also presented by Hank Whipple, with Dave Drewry providing after-dinner entertainment with his story of "The Plymouth Cow." Drewry's story pertained to the cheese industry, important to Sheboygan County, and while very entertaining, it was also a history lesson in how political decisions can produce unintended negative consequences.

Prior to Saturday's lunch, FHAW members were able to tour the Sheboygan County Historical Museum and following the meal, the 2005 FHAW Distinguished Service and Forestry Hall of Fame Awards were presented. The FHAW Board of Directors then held the annual business meeting and fundraising auction of "Famous Historical Artifacts," after which dinner was served.

We warmly extend an invitation to any reader of the 2005 Forest History Association of Wisconsin Proceedings who is not already a member to join us in our efforts to preserve forest history in the state. To learn more about the association or request a membership form, write to: Executive Secretary, Forest History Association of Wisconsin, Inc., PO BOX 1001, Marinette, WI 54143-1001.

Tabitha Erdey,
Guest Editor

President's Report

Welcome all members, friends and guests to the 2005 Forest History Association of Wisconsin's (FHAW) Annual Meeting! Dean Einspahr and his committee of Jim Simon and Dave Drewry are to be commended for bringing this meeting together. The fiscal year 2004-2005 was as eventful a year as any in which I've been involved in FHAW.

With sadness we note the passing of long time member and friend Delores Harm since we last met. Delores was a special friend of FHAW. She and her husband, Eugene Harm, who is a past president of the FHAW and recipient of our Distinguished Service Award for an individual, came to every Board and Annual meeting while I've been involved. Together they planned the 2001 FHAW Annual Meeting in Stanley. With the collaboration of several good people in the Stanley Area, they gave us a good meeting. Eugene, please accept our heartfelt thanks for all the work that you and Delores have given us in the past and our sympathy for the loss of Delores. She left us a special memory! All please join me now in a moment of silence as we remember Delores.

There continued to be changes on the Board during the year. Eugene Harm found it necessary to resign last fall. Lawrence Gueller resigned from the Board recently. We have found the Archivist position needs more attention due to a loose agreement that we had with the UWSP Archives and their concern for space. Dean Einspahr continues to handle the membership and mailings. Tom Albrecht, our Treasurer, has indicated he will step down from the position of Treasurer when the new Board is formed. Tom has served us well in that position for a number of years.

Our Program chair for the 2004 annual meeting last fall, John Grosman, developed a super program with considerable help from several people and organizations in the Ashland area. It was a memorable and informative meeting. The Northern Great Lakes Visitor Center was an excellent meeting facility and Nori Newago, of the Northern Wisconsin Heritage Connection and Susan Nelson of the US Forest Service, who work at the center, along with Jan Cameron, of the Mason Historical Society were a special help.

The publications area Chips & Sawdust Editor, Sara Connor, published four ***Chips & Sawdust*** issues with some very interesting articles. Sara is also in charge of the FHAW website.

The Proceedings for 2004 met with some serious problems this past year and is finally in the last stages of completion. It promises to be a very interesting issue. The guest editor for the 2004 edition started out with a bang and suddenly disappeared. After a considerable time and search for the editor and material, Dr. John Mann, at the UW Eau Claire History Department, asked Stephen Sydow, our guest editor from 2003, to be the editor. Steve graciously accepted and obtained the video tapes of the meeting to transcribe two of the presentations to complete the job. He is currently waiting for the authors to approve the final draft for printing.

Ghosts of the Forest, written by Randy Rohe continues to sell.

The Board of Directors has met four times to conduct the work of the FHAW. Their work goes well beyond those meetings. They will be reporting on their work during this meeting.

Since the last meeting our display was shown at the Society of American Forest meetings, LEAF teacher work shop, Liberty Days at Antigo, and the Camp Five Family Forest Day. The Liberty Days display is a new one depicting some of the uses of wood during World War II.

During the year our Board continued its work with a critique of a Wisconsin Historical Society publication for 4th grade school curriculum named ***Learning from the Land–Wisconsin Land Use.*** The effort this year was to assist Heidi Ebert, a teacher in the La Crosse area who was hired by WHS, to develop a new game for the exercises. The time allowed for the job was short, and after several discussions and tries, it was decided to recommend that the WHS seek assistance from the LEAF program and use some very good material they developed for their fourth grade program. The suggestion was accepted and LEAF responded by offering two exercises which the WHS accepted.

Your president and Board member Sara Connor met with WHS Director Dr. Ellworth Brown, Board of Curators member Laurie Davidson, Past Board Member Mary Pierce and others in Northern Wisconsin to discuss the critique concerns. The concerns were errors in both historical and factual

history of Wisconsin's forests and forestry, and were aggravated by a resistance to make the corrections. Dr. Brown gave his assurance that he understood the concerns and would work to make the necessary corrections.

The archiving of the George Banzhaf Collection (1924-1980m papers) hit a snag in finding space for the collection in the UWSP Library Archives. The UWSP Archivist has suggested the FHAW move its books to the open library shelves to make room. Some agreement must be worked out to address the problem and will be a priority for the coming year.

John Grosman has helped us to begin developing a Strategic Plan for our organization. His taking a new job with FEMA and moving to Philadelphia has put the project on slow time. My suggestions for consideration remain: Grow our membership, Develop a permanent address and phone number along with a more complete web site to allow the public better access to the FHAW, Target acquiring a permanent residence with appropriate archive room, and Develop adequate income for maintaining the facility and a part-time Executive Secretary.

This is your organization. To really get the most from it you should be involved. Some are satisfied with having a quarterly publication and the annual meeting proceedings. That's good. However, those things don't just happen. It involves the contributions of many people and those contributions are welcomed and sought. Those that are involved enjoy it. Each of you has something unique to give and your willingness to share them is appreciated. Various board members and committee chairs are listed in ***Chips & Sawdust*** and the Proceedings. Don't be bashful about contacting them with your ideas.

Thank you for your support of this past year!

Miles Benson, President

Thirtieth Annual Meeting
Forest History Association of Wisconsin
Sheboygan, Wisconsin

Friday, September 30, 2005
Forest History Tour, Sheboygan County

8:00 Registration: Baymont Inn Hotel Lobby, 2932 Kohler Memorial Drive
8:45 Welcome / Board Bus
9:00 Tour departure
9:30 Arrive at Greenbush
- Visit Wade House State Historic Site
- Tour W. Jung Carriage Museum
- Demonstration of Herrling water-powered sawmill

11:00 Depart for "Oak Forest" in Kettle Moraine State Forest
11:30 Board bus for lunch at Dundee Sportsmen's Club
1:15 Tour of Kettle Moraine Ice Age Center, Presented by Jackie Scharfenburg, Naturalist
- Discussion of history of state forest and geological features of region

3:30 Tour of Richardson Brothers manufacturing facilities, Sheboygan Falls

Saturday, October 1, 2005
FHAW Conference, Sheboygan Historical Museum

8:00 Registration
9:00 Welcome – Miles Benson, President, FHAW
9:15 "History of Sheboygan County" – William Wangemann
10:30 "Herrling Sawmill Restoration" – Jeffery Murray
11:30 Discussion on Sheboygan County Historical Society Museum and Tour Presented by Robert Harker, Museum Director

12:15 Lunch

1:00 FHAW Distinguished Service Awards – Miles Benson and Michael Sohasky
1:15 Forestry Hall of Fame Award –Don Lambrecht
1:30 "Timber Rafting in Wisconsin" – Henry Whipple
2:45 "History of Richardson Brothers Company" – Dave Richardson
3:30 FHAW Business Meeting
4:30 Fundraiser: "Famous Auction of Historical Artifacts"
7:00 Dinner banquet followed by discussion of the "Plymouth Cow" by Dave Drewry

Forest History Association of Wisconsin
2005 Tour and Annual Meeting

On September 30, 2005, 35 FHAW members began the 2005 Tour and Annual Meeting with a continental breakfast at the Sheboygan Baymont Inn & Suites. From there, the group traveled by coach bus to nearby Greenbush, Wisconsin. Upon arrival, members visited the Wade House, Herrling Sawmill, and Jung Carriage Museum. The tour began with a video presentation discussing the establishment of Greenbush, the Wade House State Historic Site, and the restoration of the area. Following the video, horse-drawn carts transported groups of ten to various areas of the site.



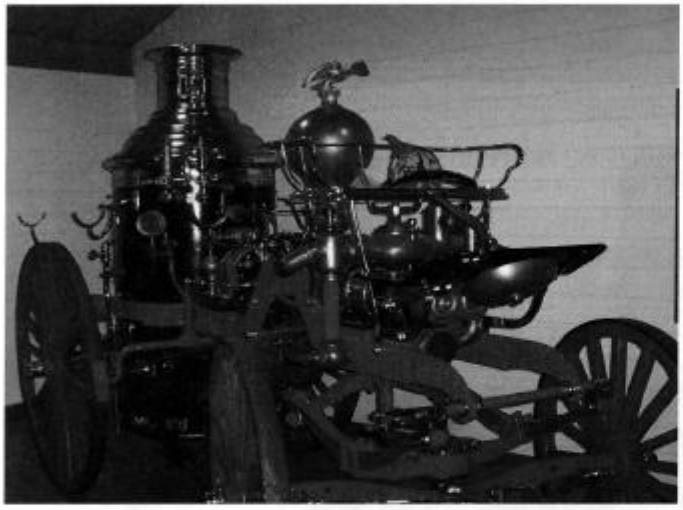
Wade House Stagecoach Inn, Wade House State Historic Site, Greenbush, Wisconsin

Of particular interest to many was the Herrling water-powered sawmill. The Herrling sawmill is a re-construction of the original sawmill that stood in the place of the current building from 1854 until 1910. Originally owned and operated by Theodore Herrling, the water-powered muley sawmill was designed to cut boards and planks for the local economy.

Constructed of oak timbers, similar to that of the original mill, the Herrling sawmill was completed through the provision of public and private funds, and publicly dedicated in 2001. A working replication, the mill's saw and carriage are controlled by a system of belts and pulleys employing at most, a three man crew. Operated only seasonally during its original existence, the mill was used for the production of lumber for the village of Greenbush and nearby farmers.

Also of considerable interest during the tour was the Wade House itself. Built in 1850 by Sylvanus and Betsey Wade, the hotel catered to those traversing the busy plank road between Fond du Lac and Sheboygan. As enterprising "Yankee settlers," the Wades dreamt of building a center of civilization for their family and travelers in the "Wisconsin Wilderness." The 27-room inn provided meals and rooms for workers and travelers prior to and following the civil war.

The Wesley Jung Carriage Museum, also located on the site's grounds, drew the attention of tour members. Added to the site in 1968, through the support of Sheboygan County and the State of Wisconsin, the museum contains a collection of over 120 horse and hand-drawn vehicles constructed and used between 1870 and 1915. Most of the vehicles are fully restored, earning the museum recognition throughout the United States. FHAW visitors found that "we didn't have enough time and will have to come back and finish viewing the amazing craftsmanship."



Fire Wagon, Wesley Jung Carriage Museum, Wade House State Historic Site, Greenbush, Wisconsin.

Following the visit to Greenbush, the tour traveled south to the nearby "Oak Forest" portion of the Kettle Moraine State Forest. FHAW member Jim Simon described the history of the state-protected, second growth red oak forest. The area viewed was in a deep kettle, consisting of several tree species with an over story of red oak. Jim pointed out that the mixture of species on the site is gradually changing with an increase in maple trees. This part of the Kettle Moraine State Forest is unique due to the intersection of three forest types (Northern Conifer, Southeastern Oak and the Oak/Prairie ecotypes). The composition of the area's forests has been influenced by harvesting, fire, and farming, and is an important part of Wisconsin forest history.



FHAW Members at "Oak Forest Stop" in Kettle Moraine State Forest.

After a catered lunch at the Dundee Sportsman's Club, the tour proceeded to the Ice Age Visitor's Center. The group had a chance to tour the center and listened to an excellent talk given by center naturalist Jackie Scharfenberg followed by a film on the history of the Kettle Moraine State Forest. Scharfenberg also described the geology and answered questions regarding the management of the forest.

The tour's final stop brought the group to Sheboygan Falls and the Richardson Brothers manufacturing facilities. Dave Richardson, a fifth generation member of the family and Richardson Brothers executive, hosted a tour of Richardson Yacht Interiors. The yacht interior manufacturing facility was at one time a lumber and furniture manufacturing plant and had recently been converted to producing luxury interiors for motor yachts and cruisers. Using skills once necessary to the production of high quality furniture and cabinets the plant is now producing cabinetry for luxury boats.



FHAW Tour of Richardson Yacht Interiors, Sheboygan Falls, Wisconsin.

FHAW tour members were also able to see the various steps of yacht interior production, beginning with design, manufacture, assembly, and finally finishing. Woods used included exotic species such as Burle Madrone, Birdseye Maple, Teak, and Walnut, as well as Cherry, Maple, and Mahogany. Of great importance to the company's success has been their ability to shorten the process required to produce the very best polyester and polyurethane finishes found on their work. The Richardson Brothers staff welcomed our group and left no question unanswered. As an additional bonus, each tour member received a copy of "The Richardson Story," a hard-cover book describing the history of the family from arrival in America to their current manufacturing activities.

Our Speakers



William Wangemann, Sheboygan, Wisconsin – Bill is the historian for the city of Sheboygan and a board member of the Sheboygan County Historical Research Center. He is an avid woodworker with a special interest in Sheboygan shipbuilding and the furniture industry of Sheboygan County. Bill has 28 years of experience with the Sheboygan Police Department (and had agreed to give FHAW a tour of the County Jail if the group didn't behave).



Jeffrey Murray, New Holstein, Wisconsin – Born in Wiesbaden, Germany, Jeff studied at Ball State University, majoring in History and German, and continued his education at Eastern Illinois University, earning a degree in Historical Administration. He is currently curator of interpretation at the Wade House Historical Site in Greenbush, Wisconsin, specializing in sawmilling history.



David W. Richardson, Plymouth, Wisconsin – David attended the University of Wisconsin, and upon earning his Bachelor of Arts, returned to Sheboygan Falls to begin his 50 years of experience with Richardson Industries of Sheboygan Falls. With a family history of involvement in the lumbering and logging business dating back to 1846, Dave served as a Director of the Sheboygan County Historical Research Center.



Henry Whipple, Madison, Wisconsin – Hank attended Grinnell College, earning a Bachelor of Arts in History, and continued his education at the University of Wisconsin, where he earned his J.D. in Law. He is currently a member of the Board of Curators of the Wisconsin Historical Society and a member of the Wisconsin Underwater Archeological Association. He is also active in the Society's Maritime Preservation and Archaeology Program, conducting research on many of the state's shipwreck sites, as well as frequently lecturing on Great Lakes Maritime History. Possessing 38 years experience in private law practice, Hank has a special interest in water transportation of forest products, and has published a number of articles pertaining to maritime topics.



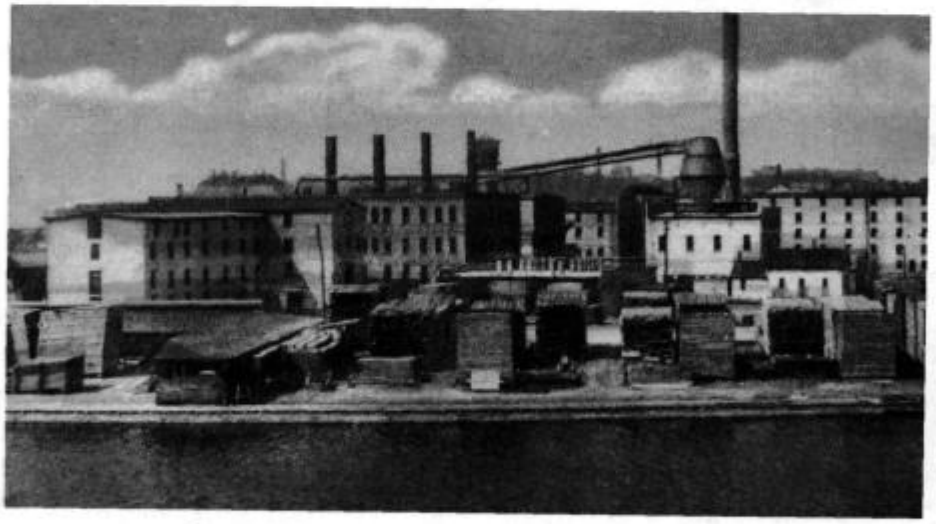
Dave Drewry, Plymouth, Wisconsin – Dave, a relatively new member of FHAW, earned his bachelors degree and served as a navigator on a B-24 in the Pacific during WWII. Dave currently farms south of Plymouth.

The Wood Industry In and Around Sheboygan Wisconsin

By William F. Wangemann

As early as 1835 the first settlers began to arrive in the Sheboygan area. Previous to this time only the occasional fur trapper or explorer passed through the area. These early settlers chose the Sheboygan area for many reasons. Among them was the fine harbor on Lake Michigan, the abundant water supply offered by the lake, as well as ease of travel on the lakes and the area's seemingly endless supply of timber. These early settlers, in what was to become Sheboygan, were awed by the dense virgin forests that covered the area. Pines, some towering 80 to 90 feet high, and hardwoods of every variety covered the area to such a degree that travel through these thick forests was nearly impossible.

It was then only natural that wood products would become a very large part of the Sheboygan economy. At one time, Sheboygan was known as Chair City, due to the huge furniture industry that flourished in the area. At one time over 65% of employed persons in the Sheboygan area worked in the furniture industry.

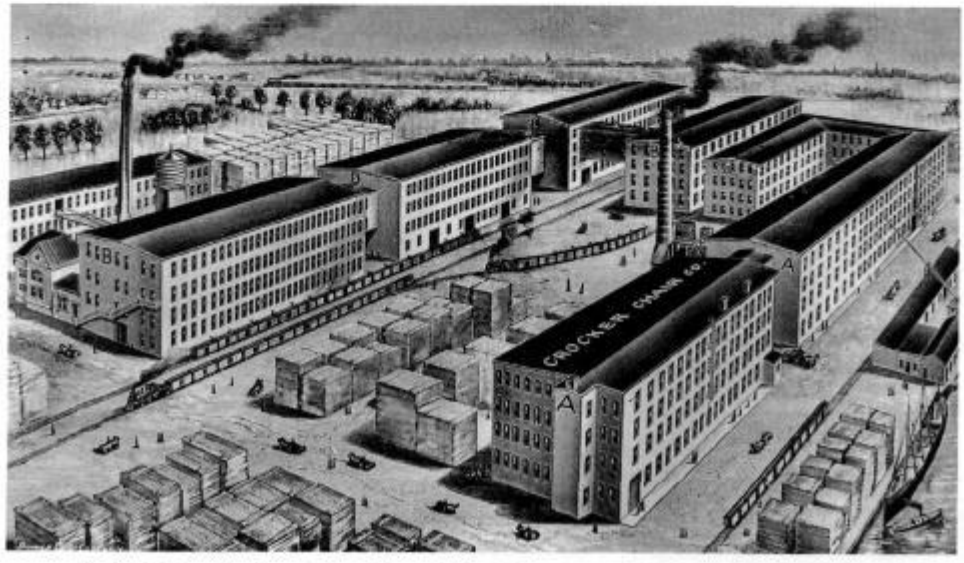


Phoenix Chair Company, Sheboygan, Wisconsin

Tables, chairs, stuffed furniture of all kinds, along with steam bent furniture and even depot seating and church pews all poured from Sheboygan's furniture factories. In 1887, records show that over 880,000 pieces of furniture were shipped out of Sheboygan, largely on ships departing from the Sheboygan harbor. The wood industry turned out thousands of cabinets, store counters, wagons, baby

carriages, and tens of thousands of toys. None of this would have been possible without the plentiful supply of wood covering the area at the time.

Even today, though the furniture industry in Sheboygan is much less than it once was, wood products are still manufactured in our city. No longer is the area blanketed by a nearly impenetrable forest as it was when the area was home to Indians and native wildlife. But one only has to drive about the county to observe that the area still possesses a large number of forested areas.



Artist's Rendering of Crocker Chair Company, Sheboygan, Wisconsin. Rumored at one time to be the largest furniture company in the world.

With Sheboygan's close proximity to Lake Michigan and the growing city's need for means of transporting its wood products to market, it was only natural that a shipbuilding industry would also flourish alongside the furniture industry. For almost 75 years, at least seven different shipyards sprang up along the banks of the Sheboygan River. Over 200 ships, all of them wood, were built and launched at Sheboygan. Most often, the ships that were built here were of the two- and three-masted schooner variety. Some were specifically designed to carry lumber. Special lumber ports were built into ships' sides through which lumber could be loaded directly into the holds. Not only were sailing ships built in Sheboygan yards, but steam ships were constructed as well. In fact, Milwaukee's first boat was constructed in a Sheboygan shipyard.

On Sheboygan's lakefront is displayed the remains of the three-masted schooner, Lottie Cooper. Built in Manitowoc, Wisconsin, the Cooper, a lumber schooner, was wrecked off Sheboygan in 1891

during a heavy gale. At the time of her loss, the Cooper was carrying a cargo of 235,000 board feet of elm lumber for a local furniture company. At the height of the storm, the ship capsized and was driven ashore and totally wrecked. Of her crew of seven, one man was lost and the others were rescued by a crew from the local lifesaving station. The wreckage drifted ashore and was then stripped of all useable parts and abandoned by its owners as a total loss. Over the years, the remains of the ship slipped back into the harbor and sank to the bottom where they were covered with silt and forgotten.



Schooner Lottie Cooper at 1876 launching, Manitowoc, Wisconsin.

In the early 1960s, Sheboygan built a boat ramp for use by local sport fishermen. It was during the construction of this ramp that the remains of the Lottie Cooper were rediscovered. At the time, nothing was done with the remains of the old ship, as the identity of the vessel was unknown. In 1991, the City of Sheboygan began construction of a new marina and harbor when the wreck's remains were again encountered. After a survey by a marine archaeologist, the Wisconsin State Historical Society gave the city permission to remove the wreck and dispose of it. It was felt that it would be relatively easy to pull the old ship out and break her up. However, the shipbuilders of old had done their job too well; the Lottie Cooper, built entirely of white oak resisted their best efforts to chop her up.

As City of Sheboygan Historian, I then stepped forward and suggested that the remains be reassembled as best possible, and put on display on Sheboygan's lakefront. Today the Lottie Cooper display attracts visitors from far and wide. Frequently I am called upon to escort groups through the

attractive display. Visitors are awed by the fact that the white oak from which the ship was built, is mostly still as hard and strong as the day it was cut, even after nearly 100 years under water.

The Lottie Cooper display is a fitting tribute to the skilled wood craftsmen that built her. Many of the methods used to build her are now long forgotten, making the Lottie Cooper a true historic artifact. It is doubtful that the city of Sheboygan today, would be the same without its early flourishing wood industry, which still exists today. The citizens of Sheboygan owe much to the forest industries of the past, present and future.



Remains of Schooner Lottie Cooper as displayed on Sheboygan's Lakefront, Sheboygan, Wisconsin.

*For further reading on Sheboygan County, see the following books, all of which are available at Sheboygan's Mead Public Library, or the Sheboygan County Historic Research Center located in Sheboygan Falls, Wisconsin.

Buchen, Gustave. *Historic Sheboygan County.*

Liberman. *100 Years of Sheboygan.*

Wangemann, William. *Down by Pranges.*

Wangemann, William. *Grandma, What Did You Do Before TV*

The Herrling Sawmill, Yesterday and Today

By Jeffrey Murray

The Herrling Sawmill, located at the Wade House State Historic Site in Greenbush, Wisconsin, is a reconstruction of the original mill which stood at the site from approximately 1854 to 1910. The mill is the culmination of Ruth de Young Kohler's efforts to restore and preserve the Wade House and its environs, and gives the public an opportunity to see what life in Wisconsin during the 1860s was really like. This historic mill was built in 2001 in nearly the same manner as the original, and stands for all to see how important the wood harvested from surrounding forests was to those early settlers.

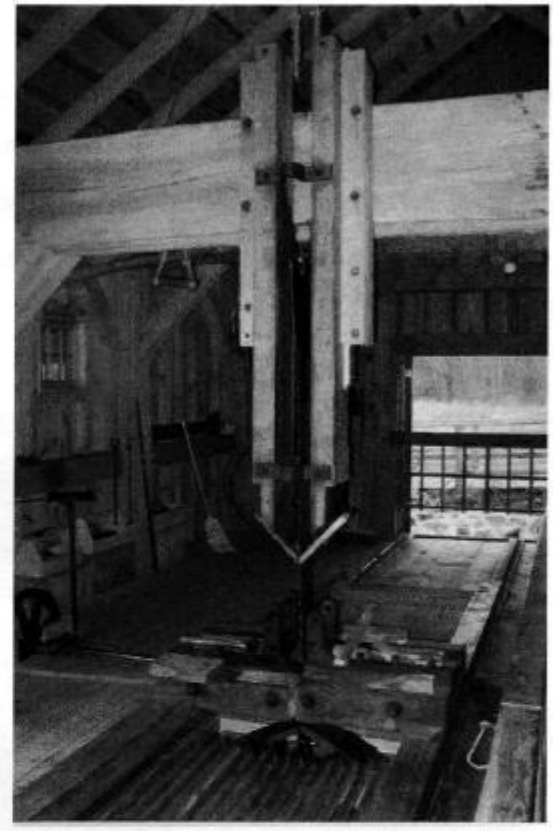


Herrling Sawmill at the Wade House State Historic Site, Fall 2005, Greenbush, Wisconsin.

Sylvanus Wade, along with his wife and nine of his ten children, were the first settlers in what was to become Greenbush in 1844. A few years prior, a land surveyor had located a significant fall in the Mullet River at this location. Thinking this would be a prime unsettled area where he could make a life, Mr. Wade purchased the claim to the land and set out from Fort Atkinson to become the first European descendents to live in the area. Upon arrival, Wade and his family busied themselves first with building a log cabin to call home, cutting trees, and breaking ground for farming. However, Wade's real

purpose for settling in Greenbush was the Mullet River and the power he thought he could harness for cutting wood.

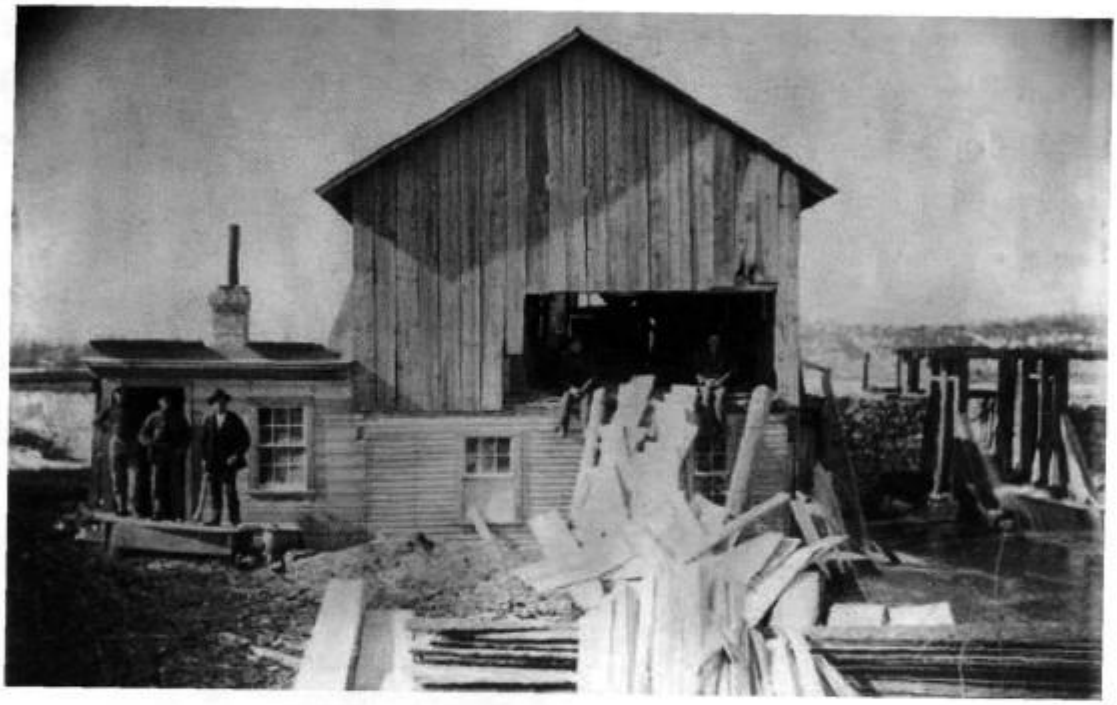
As early as 1845, work began on the sawmill. Wade's eldest son-in-law, Charles Robinson, arrived with his wife, Julia (Wade) Robinson and assisted with the construction of the mill. A simple rectangular structure with an annex, the mill was powered by a "common" wheel, which all research indicates was a turbine located below the waterline. This turbine, when opened by the operator, had sixteen wicket gates which allowed water to flow into, through, and out of the turbine. The sheer weight of the water forced the turbine to spin, powering the up and down "muley" type saw. This saw was state-of-the-art prior to the Civil War, but would soon be surpassed by the much more efficient circular saw in the 1860s. According to the census, the mill sawed 150,000 board feet of lumber that year from logs costing $525.00 the newly sawn planks were worth $1,000.00.



Pre-Civil War "Muley" type saw, Herrling Sawmill, Wade House State Historic Site,Greenbush, Wisconsin.

Even though the mill was actually built by others, the person most often associated with this building is Theodore Herrling. A German immigrant from the area of Leipzig, Herrling was a millwright by trade and saw little opportunity for himself or his family in his Saxony home. Furthermore, he was upset by the possibility that his sons might be at any moment conscripted into the army to go to war. Selling his holdings, he joined the thousands of immigrants bound for America. Like many of his countrymen, he set Wisconsin as his goal. After arriving in Wisconsin, he and his family settled near Fond du Lac while Herrling looked for a good mill. Finding Greenbush, Herrling paid $2,600.00 in gold for rights to the mill, and he and his family settled nearby.

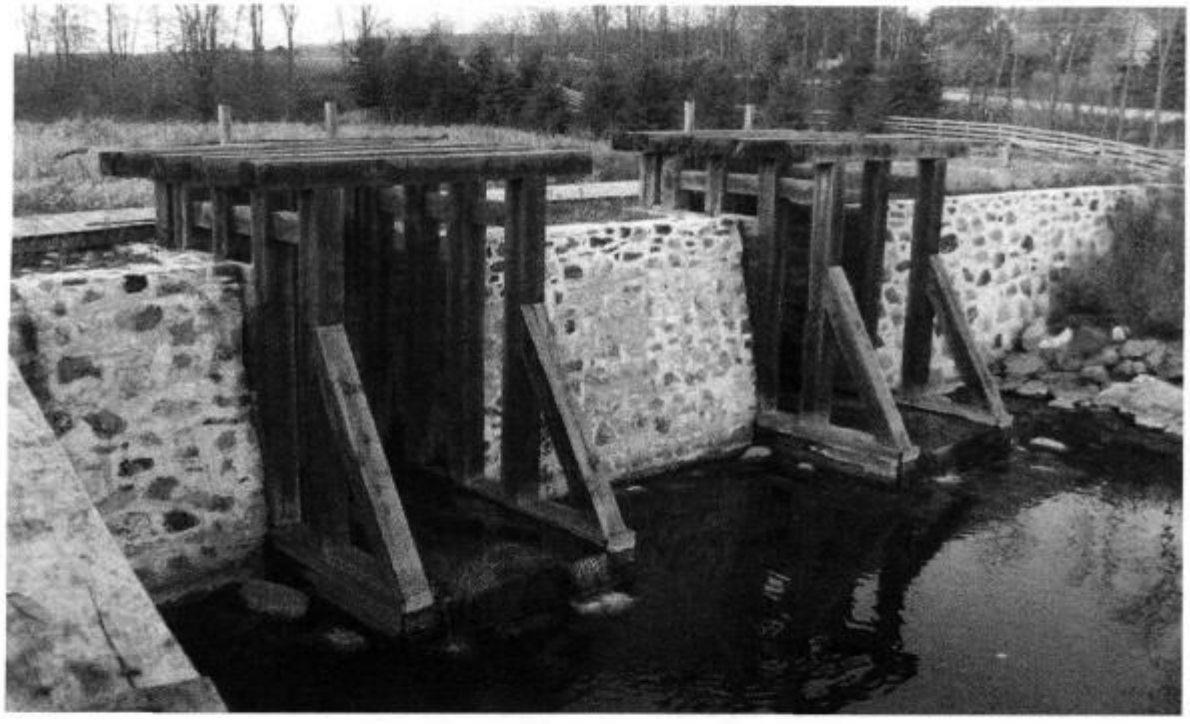
The mill was operated by the Herrling family from the time of purchase in 1856 to the time it was dismantled circa 1910. Contrary to popular opinion, the mill was only a seasonal operation. The Herrlings also farmed, limiting their time in the mill to the months when the water was high. The dam produced a 22-acre millpond, which at higher water, allowed for about seven to ten feet of head to be generated in front of the dam. Generally, the Herrlings cut lumber during the early spring, farmed during summer and early fall, made repairs to the mill and dam during the late fall, and cut trees during the winter. Later, Herrling added a steam-powered gristmill to his farm. The Herrling farm and property remained in the family until 1968, when Otto Herrling sold the property to the Wisconsin Department of Natural Resources.



The Herrling Sawmill as it appeared in the 1890s.

When Ruth de Young Kohler decided to restore the Wade House and turn it over to the Wisconsin Historical Society in 1950, she knew the importance that the sawmill played in the development of early Greenbush. When finished with the Wade and Robinson houses, her plan was to tackle the sawmill next. Unfortunately, she passed away just a few weeks before the Wade House site opened to the public on June 6, 1953. The project then languished, was periodically studied, and then allowed to languish again. Finally in 1993 Ruth's son Herbert Kohler decided to provide the funding for a reconstructed sawmill through the Kohler Trust for Historic Preservation. Archaeological work began, and research on the historic mill was conducted.

A species of rare mussels found in the Mullet River delayed the project for six years. The Wisconsin Department of Natural Resources intervened to move the mussels further down the river and ordered the supervision of water conditions for five years following construction. Because the DNR was not interested in damming the river, the Wisconsin Historical Society worked out a plan whereby the river was diverted completely around the millpond, allowing free movement of the water without any interference from the pond. To fill the millpond, a pipe was run from the back end of the pond up to a point where the water level was higher, and a weir was installed to take some of the water from the Mullet and transfer it to the pond.



Herrling Sawmill millpond and dam, 2005.

Finally, in 2000, after much research on the original mill, the green light for construction was given. Roundout Woodworking of Saugerties, New York was hired to build the mill itself, while local contractors were given the tasks of constructing the four-acre millpond, dam and mill foundation. White oak was cut in Maryland, loaded onto semi-trailers, and hauled all of the way to Wisconsin. In April of 2001 construction of the building itself started in earnest. Working quickly and almost around the clock, the workers forged ahead. All of the large beams inside the sawmill are hand hewn, and for weeks Wade

House staff would come to work and see this process going on in the parking lot. Film crews and local television stations came to broadcast this interesting construction site to their viewers, while local townspeople complained about all of the noise.

On June 16, 2001, the Herrling Sawmill opened to the public, thus concluding an almost 50-year process of completion of the Wade House State Historic Site. Today's site includes the restored Wade House stagecoach inn (1850), restored Robinson House residence (1855), reconstructed Dockstader Blacksmith shop (1953), the Wesley Jung Carriage Museum (1968), and the four-year old sawmill, in addition to a modern visitor center and maintenance building. The new sawmill, like its predecessor, saws logs into cut boards using the same exact waterpower as it did in 1855. However, instead of local residents in need of cut lumber, today's customers are visitors intrigued by the technology of the past. Indeed, the Herrling Sawmill today cuts fewer logs, yet seems to please many more people every year.

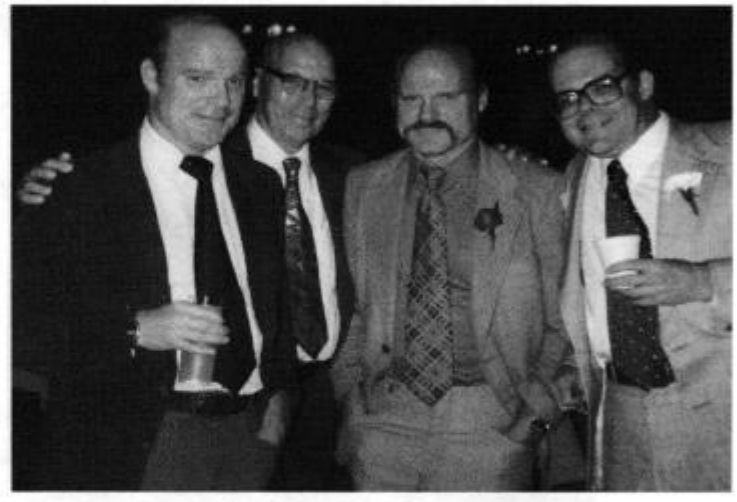
Richardson Industries

By David W. Richardson, Sr.

The following is a summary of David W. Richardson Sr.'s presentation at the FHAW 2005 Annual meeting.

David W. Richardson, Sr. graduated from the University of Wisconsin, Madison in June of 1955 with a Bachelor of Arts in English. Later that year he began his long career at the Richardson Brothers Furniture Division of Richardson Industries.

Over the years he was a member of many industry organizations including the Great Lakes Seasoning Association, the Northern Hardwood and Pine Manufacturers Association, and the Lake States Lumber Association. He served as President of the Northern Hardwood and Pine Manufacturers Association from 1973 – 1974 and Director of the Lake States Lumber Association for many years.



Sons of Joe Richardson Sr. From left: Charles, David Sr. (second from right), and Joe II.



The Richardson Sawmill, circa 1950.

During his 50 years at Richardson Brothers Company, he was involved in every aspect of the business, including log and timber procurement, sawmill operations, lumber sales, furniture transportation, and contract chair sales. He served as director and eventual Chairman of the parent company, Richardson Industries, Inc.

Richardson's presentation reviewed the growth of the company from the 1950s when he began his career, to the turn of the century when Richardson Brothers reached its maximum growth. He reviewed the changes that took place both in the manufacturing capabilities and in the products that were provided, from the $1.20 chair to the era of designer solid wood furniture. From the days when the company operated out of one plant in Sheboygan Falls, to the time of three plants in Wisconsin, Michigan and Mississippi. At the highpoint of the furniture plant's existence, the plant employed over four hundred individuals with sales totaling nearly $40 million.



Employees at the Richardson Sawmill in the late 19th century.

In the 1990s, overseas furniture makers began to enter American markets with high quality and low-priced dining and bedroom furniture, thus creating problems for manufacturing in the United States. Major furniture manufacturers in the United States had increasingly been importing furniture from China and South America for a number of years, causing many manufacturers to begin closing their plants.

In early 2003 the company decided not to continue production of furniture in the United States and start an import program of their own. The furniture manufacturing facility was liquidated in the early part of 2004. During this period a new venture was considered, namely the manufacture of high

quality veneer and solid wood yacht interiors for yachts in the $350K to $3 million price range. This has proven the source of a bridge to the 21st century for Richardson Industries.

For the 157 year old company, the divisions of Richardson Industries, Inc. have continued growing, and as a result, the corporation continues and thrives as a company on the move.

Wisconsin's Water Transportation of Timber

By Hank Whipple

Rafting of timber as a means of transportation is as old as mankind itself. In the Bible, the Book of Kings reports that King Solomon rafted cedars on the Mediterranean Sea, in order to build his temple. On the Mississippi River, the first recorded log rafting in Wisconsin was when the Mormons rafted from the Black River to Nauvoo, Illinois in 1843. Wisconsin's nineteenth century "interstate highways" for transporting people and items of commerce, including forest products, were her waterways. In the northwest, these were the Mississippi, St. Croix, Chippewa, and Black Rivers, Lake Superior in the north, and Green Bay and the Wolf and Fox Rivers in the northeast. The white pine forests of the northern two-thirds of Wisconsin [the Great Pinery], in 1825 contained an estimated one hundred thirty billion board feet of high grade lumber, enough to build thirteen million homes. One sixth of all the prime white pine in the United States could be found in the Chippewa River Valley. In one lifetime, a span of only seventy years, Wisconsin's white pine forests would be virtually eradicated.



Log boom on Green Bay, circa 1880.

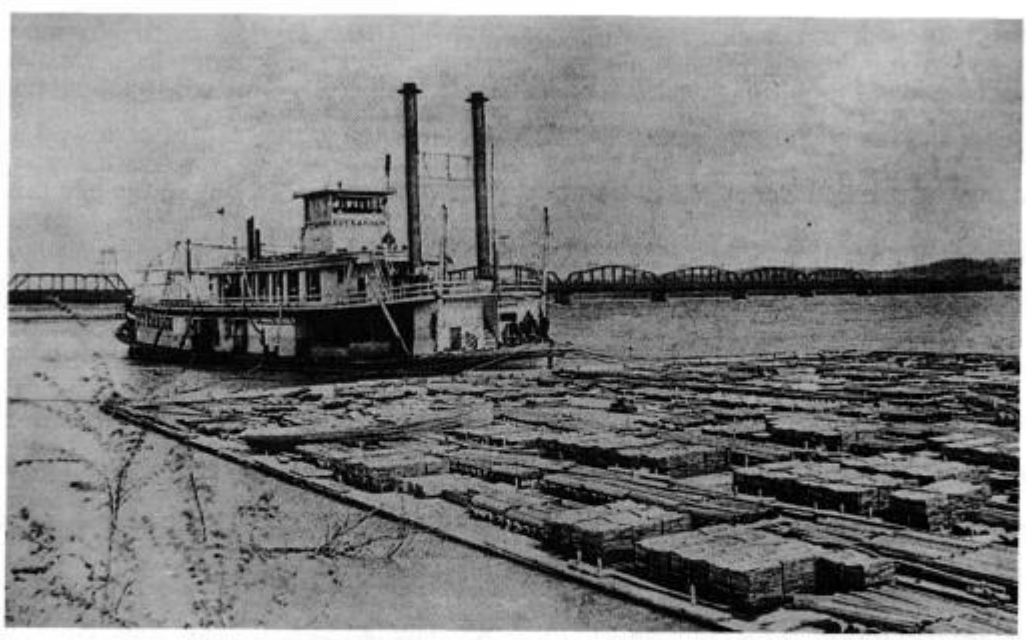
The process was extremely wasteful with only forty percent of a standing tree ever getting to market. The trees were cut down at waist height, the top half was left to rot, ten percent was lost during water transportation, and the balance was slabs and saw dust.

During the winter the trees were cut into sixteen foot lengths at the lumber camps, hauled to a river bank, and stacked on rollways awaiting the spring thaw. With ice out, the down river drive crew, "river pigs," rode and guided the floating logs to the confluence of the tributary rivers of the Mississippi and the Great Lakes. There they were retained in the floating log booms waiting transportation to the saw mills. The tributary rivers' process was occasionally interrupted by log jams that would completely block the timbers' movement and backing up the river for miles. An 1888 jam on the Chippewa River

involved an estimated one million logs that were piled up to forty feet high and extending fifteen miles up stream.

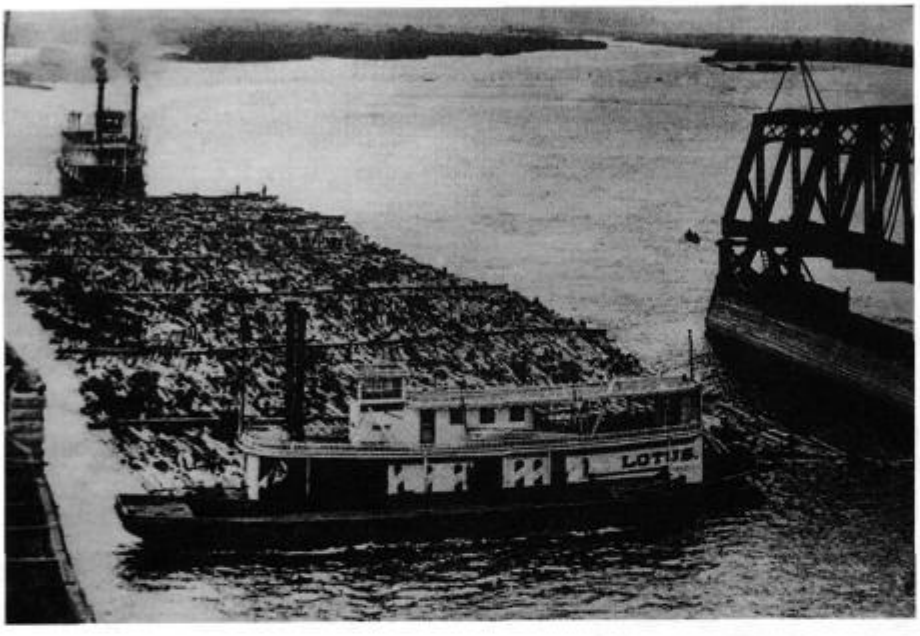
By the 1880s, sawmills were located along the Mississippi, at the City of Green Bay and throughout the Fox River Valley. Paper mills consuming vast amounts of pulp wood would be found primarily along the Wisconsin and Fox Rivers within the next decade.

The early Mississippi River rafts were of sawed lumber consisting of multiple cribs, twenty-four courses high, of one inch thick boards covering an area of up to 640 feet in length by 100 feet in width. This process ended by 1864 when all the river rafts were whole, sixteen foot logs pushed by a stern wheeled steamer. These rafts could measure 1,430 feet, a quarter of a mile in length, and 285 feet, a football field, in width. Steven Hanks, a cousin of Abraham Lincoln, was the first to use a steamboat to tow [pull] a log raft on the Mississippi in the 1840s. After his first season of towing, it was found that pushing the rafts was more effective. To this day, river cargos are pushed rather than being pulled but the term "tow" is still used to describe the process on the Mississippi. One river pilot, Commodore George Winams, during his lengthy career as a river pilot, towed over a billion board feet of white pine down the Mississippi. The last river timber "tow" occurred in 1915.



Mixed log raft with cut timber on the Mississippi River, circa 1880.

The northwest Wisconsin tributary rivers pine production in 1898 was measured in board feet [one inch thick by one foot square]. That year the volume of rafted timber for the St Croix was 243,000, the Black 74,000, and the Chippewa 489,000. By 1900, the railroads had supplanted the western rivers as a means of timber transportation. The age of river timber rafting was drawing to a close.



Row Boat Lotus with log tow on upper Mississippi River,

1915 saw the last of the great Mississippi River timber rafts. The 47 billion board feet of timber and lumber had been rafted down the Mississippi River. This is a staggering amount of forest products. Of the 47 billion board feet, 25.4 billion was from the Chippewa River Valley and 12.4 billion was from the St. Croix River Valley.

Schooners and later schooner barges [schooners converted to barges] (often towed in a series as a "consort" to a tug or steamer) were used to transport pulpwood on Green Bay in the late nineteenth century. However, the tow raft was far more cost effective, being half the price per cord when compared with the labor-intensive hand loading and unloading of the pulp vessels. The Nau Tug Line out of Green Bay was a major tower of logs and pulpwood on Green Bay feeding the saw and paper mills of Green Bay and De Pere from the 1880s through the 1920s. Unlike the Mississippi, the rafts on Green Bay and Lake Superior were actually towed, not pushed. It was not unusual in the 1890s to be able to witness on the Great Lakes and Green Bay in particular "tear drop" shaped tow containing 1.2 million board feet of pine logs, some fifteen million logs, covering an area of 12 acres. By the end of the decade, pulpwood had replaced the pine logs in the tows. The larger pulpwood tows could contain as many as 3,000 to 3,500 cords [128 cubic feet of wood] of eight foot long spruce, poplar or other soft woods destined for Green Bay and De Pere. With the Chicago & Northwestern Railroad's siding at the

log boom at the mouth of the Fox River, it was customary to see trains with from 35 to 40 freight cars of pulpwood being shipped to the up river paper mills of the Fox River. Occasionally, these trains would travel west to mills on the Wisconsin River.

The Green Bay rafts were a serious hazard to navigation. They were on a long towing cable behind the tug that would often be submerged, the wood riding barely above the water's surface, unlit at night, and unmarked during the day, making them almost invisible on a sunny day and invisible at night or in rain, snow or fog. Try as they might to get Congress to enact safety legislation the other Great Lakes commercial users of these waterways were never successful. The lumber barons had the ear of Congress.

Captain John Roen of Sturgeon Bay was engaged in pulpwood towing on Lake Superior for the Consolidated Water Power & Paper Company of Wisconsin Rapids from 1942 until 1972 when Consolidated ceased its Ashland, Wisconsin operations, and pulp towing ended on the lake. His tug was the 112 foot *John Roen III* which had been built in 1898 at Chicago as a city fire tug named the *Illinois*. When Roen purchased her in 1941, he renamed her and replaced her original steam engine and boiler with an 840 hp Fairbanks-Morse engine. With the termination of the Consolidated contract in 1972, Roen sold the tug to William Selvick, also of Sturgeon Bay, who renamed her *John M. Selvick*. A lovely, detained model of the *John Roen III* is presently on display at the Door County Maritime Museum.

The demise of the Green Bay pulp tows was not the end of the water transportation of pulpwood. Specially designed barges measuring 135 feet long, having a beam of 32 feet and a depth of 8 feet, capable of carrying from 80 to 85 cords of pulpwood and towed as consorts, were common by 1900. In addition, customized, converted former steel hulled bulk carriers "lakers" which had become obsolete in the iron ore trade made excellence pulpwood carriers. An example of a vessel that had a former life that ended up in the pulpwood trade was the 338 foot by 56 foot by 19.5 foot former car ferry *Pere Marquette 19*. Built at Cleveland in 1903 she was purchased by Captain John Roen in 1940. The next year he had her cut down, converted to a barge and renamed *Hilda* after his eldest daughter. With the addition of a heavy crane to her deck, she became an excellent pulpwood carrier. She operated between Nahma, MI and North

Tonawanda, NY. When not being utilized in the pulpwood trade, Captain Roan would use her as a salvage vessel, including the historic raising of the bulk carrier, *George M. Humphrey* in the Straits of Mackinac in 1943. Roen sold her in 1983 for $60,000 to the Asher Marine Rentals. Subsequently she would be sold two more times before becoming scrap in Mexico. Presently on display at the Door County Maritime Museum is a beautiful model of the *Humphrey* as a "pulper."

The last rafting on Green Bay was in 1920 and on Lake Superior1972, marking the close of the Wisconsin timber rafting era.

The evolution of timber and pulpwood transportation in Wisconsin is like so many other transportation patterns. Today, the state's forest products no longer travel over her "liquid highways". Their transport now is by truck or train which is faster but certainly a lot less romantic than yesterday's schooners, schooner barges, lumber hookers, steamboats or rafting

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The Tale of the Cow

By Dave Drewry

I really don't know how to start this story. But there is a tale that should be told, and I'm the guy best suited to tell it.

It all has to start with a history of the cheese trade in Plymouth, Wisconsin, and this history is of the Holstein Cow. The first Holstein in this area was imported by a Mr. R.R. Wilson, in 1878. Wisconsin farmers, and especially those in Sheboygan County, readily accepted Holsteins for their ability to produce a lot of low fat milk, which could be made into cheese. We dairy farmers now had the right animal to produce milk for the making of cheese. Plymouth had a number of cheese producing plants in and around the city. In later years, Plymouth was home to the Borden Co., Sargento, S&R, A&P Cheese, and Plymouth Creameries, as well as numerous other small factories throughout the county. The southern part of Plymouth was even called "Cheeseville." All factories needed milk, and with more milk, came more cheese, and a market in which to sell it; We needed a method of pricing cheese that considered trends of supply and demand.

Initially, "cheese boards" answered this need. The first board was organized in 1873 as the Sheboygan Falls Board of Trade, which five years later merged with the Plymouth Board of Trade, and became the Wisconsin Cheese Exchange. For years, the members of this cheese exchange met every Monday in Plymouth and set the price of cheese in the United States, a price recognized world wide. Thus our little city became the Wall Street of the cheese industry.

Enter Jack Anton, the real hero of this story. A dedicated promoter of the city of Plymouth, Jack was well known and liked throughout Plymouth, especially by the "movers and shakers" in town. He had a regular route each morning, talking with the people that were important in his eyes. He liked them, and they liked him.

Jack carried out his business during Prohibition, and made his "walking around money" by selling alcohol to drug stores for "medicinal purposes." Whether he actually *made* the booze or merely sold it for a percentage, was his secret. As time passed, Jack realized he could make a few extra bucks by passing up the doctors and druggists, and selling directly to the drinking public. In this way, he could sell alcohol for about $80.00 a gallon instead of the $8.00 paid legally.

It wasn't too long and the "revenuers" caught up with him, and Jack ended up in a federal prison in South Dakota for a nine-month stay. The sentence slowed Jack down, but it didn't stop him. That is to say, he talked himself into a real cushy job as the warden's chauffer; Jack could take care of himself anywhere. I never had the privilege of knowing Jack, but I think I could really like his style. Jack never squealed on his suppliers either.

To get on with this story, Jack served his time in prison and moved back to Plymouth and his friends there. He worried that he wouldn't be accepted again in town, but he came back to open arms, and nobody held a grudge. This reception touched Jack deeply and he wanted to repay his friends for their show of love for him. He wanted to do something big for the city, this cheese center of the world, and a symbol of the dairy industry would be just the ticket. He figured he could get donations for a huge fiberglass cow, and mount it on a pedestal in the little park at the east end of Mill Street, just before it crosses the Mullet River (and hopefully this would be called Anton Park).

In the 1970s, the City Commissioners took a good look at Jack's idea, and they liked it. But placement at the end of Mill Street could cause traffic congestion as cars slowed to gawk at the cow. Then the powers that be decided the cow could be placed in front of the Plymouth Utility Building on South Milwaukee Street. At this point in time, nobody suspected that the placement of the cow would soon cause big problems.

Jack put together a group of Plymouth dairy interests to finance the project. The Sheboygan County Farm Bureau, Borden Cheese Division, S & R Cheese Corp., Plymouth Creameries, and the Sheboygan County Holstein Breeders Association all donated. Jack found a beautiful statue of a Holstein Cow and in July of 1977, as a part of Plymouth's Centennial program, placed it on a six-foot high pedestal in the front part of Utility Park.

Now there must have been a dedication to recognize the work of these local citizens so they could parade around with inflated chests. This was all done with proper fanfare, speech, etc., but nobody knew the particular vulnerability of the fiberglass cow. The cow had a head with two big eyes and two big horns, four legs, a body and a tail. But the most important part of this cow was the udder, complete with four teats. Herein lay the vulnerable part of this female and other bovine females. It was a true mode of the typical Holstein Cow. Yes the four teats were the appropriate size, shape, and color, placed correctly and pleasantly situated (at least to a farmer's point of view).

Nobody suspected that the placement of the cow in front of the Plymouth Utility building would make for problems. But enter Dino's Pizza Parlor. Dino's was a converted warehouse with a liquor store

on one side and a pizza parlor on the other. Right across the street was the cow. Since this was one of the first pizza parlors in the city, many young people congregated there. On the warm summer evenings, the young men started to challenge each other to break off one of the cow's teats. This was a challenge of strength and agility: To hold this ten-inch long teat in his hand and parade in front of his friends seems to me, a twisted symbol of manhood. But quite a few young men entered into the spirit by parading down Mill Street with the teat held high.

The first teat was broken off a number of years after the cow's dedication. Yup, busted off clean as a whistle. Well, nothing would do, that teat had to be replaced. The sight of that presented itself to us farmers, and to us who made a living from the animals, was repugnant, to say the least. What to do?! Well, one of the utility workers had a wife who was into ceramics, so she was asked to build a teat from clay and affix it in the proper place. About the same time that the replacement was finished, another teat was gone. So she made a second one and glued the two on where they belonged. The local cops were alerted to the vandalism and asked to keep an eye on things. They turned it into a "Tit Patrol" and doubled their efforts to protect this Bossy. This made the teat stealing all the more challenging for the young bucks hanging around Dino's Pizza Parlor.

After a short time, the two new teats had been knocked off, plus another. To no avail, the police continued to patrol assiduously right on schedule. It proved to be a rite of passage for the boys to run down the street with a big teat in hand, waving it on high. The kids gathered in bigger crowds at Dino's, which proved to be a boon for Dino's business (while proving very frustrating for the Utilities Manager). No sooner were the teats molded and glued on than they were busted off. I do believe that there must have been quite a few of these teats installed on dressers in the young men's rooms. It wasn't all bad though. Dino's did a brisk business, the boys were kept interested in the ceramic teats instead of those on other females, and the Plymouth cops had a challenging time trying to catch the perpetrators of the vandalism.

The Utility had taken responsibility for the cow , but the Utility Board finally said enough is enough. The police can't protect it, so why should we be concerned. After all, we didn't put it there in the first place. To hell with it.

The really sad part was that the cow statue was standing there as a symbol of the dairy industry without her four most important parts, and this was not the best way to remember Jack Anton either. Local citizens finally got used to seeing the statue without teats and kind of accepted it that way. The Utility could not produce teats fast enough to replace the broken ones and the cops didn't have a "Teats

Investigator" trained in catching teat thieves. We were at a stalemate. And all the young kids would gaze at the cow and tug on their dad's sleeve and ask, "Daddy that cow looks funny." Right on, little girl!

The teat-less statue remained in that condition for quite a few months, maybe even years. Every time a Holstein farmer drove past the "teat-less cow" he felt a twinge in his hands because there were no "tits" in place. The whole statue without the teats was thought to be a disgrace to our industry. We dairy farmers felt insulted each time we drove past the cow statue. We felt that if the City of Plymouth could put this statue up, at least it was its duty to protect her. But the cow was put in as a community effort, and Jack Anton was no longer with us.

One Sunday, as the Dave Drewry family was headed back to Winooski after church, our then younger kids were talking about the cow looking funny. My ever-loving wife mentioned to no one in particular (but really aimed at her husband), "I'm tired of seeing that cow statue without her teats. Somebody ought to do something about it." She was looking sideways at me, so I knew I was elected. Although I had handled a lot of teats (on cows that is) I've never made any attempts at fixing up appendages on a statue. Be that as it may, I, in my ignorance said, "I'll do it." Smugly, she settled back in the car seat knowing I was hooked and I'd get the job done. She cooked an excellent chicken potpie dinner that Sunday. Understand that I hadn't the least idea how to go about this job.

Yes, I knew I could get the job done, but just *how* to do it was the question. All of us farmers, at one time or another, have been euchred into doing a job by a wife that has him twisted around her little finger. There was no getting around it. I was elected and I would do it even though there is a big difference between recognizing the task ahead and actually doing something about it.

One thing that all of us farmers have in common is "Thinking Time." We have a lot of jobs that are repetitive, so a guy doesn't have to focus entirely on what he's doing, so the mind wanders to other problems. My mind, for the next couple of weeks, kept wandering back to that beautiful Holstein cow without the teats on the front lawn of the Utility building.

"Well," I said to myself, "quit crying and get to work." So the next time I went into town, I copied the names of the donors that had erected the cow in the first place. I called each company CEO, or whatever, and asked him to send one of his public relations people to attend a meeting where we could share the load of fixing the teats with everyone else.

The date arrived, and five of us met in the library of our church, St. Paul's. We had a good turn out with all original donors represented. And actually, a few other citizens also showed up. I laid it out for them: the need to repair the teats and do it in a manner that would either protect them or at least

make them strong enough to stay on where we put them, or perhaps move the statue where there is more light (further away from Dino's). Yup, everyone agreed that the statue should be repaired in a permanent manner. We also agreed to have another meeting.

It seems there was a young female reporter, Nannette Bulebosh, for *The Sheboygan Press*, that heard of our doings. She thought there was a story here, so she wrote it up and the *Press* found space to print about the Plymouth Cow without teats. Our own *Plymouth Review* next got into the act, and sent a writer to the next meeting. This turned out to be the best thing that happened for the "Cow Committee," as we called ourselves. And the Cow Committee became news.

Our next meeting, two weeks later in the same room of our church, was even better attended. Mayor Bill Kiley, an engineer from the Utilities, and a couple of interested townspeople joined us. I could just feel the tension building up. Here we have the important people from Plymouth , that in total, have not been able to preserve the teats on the cow, and how can a mere farmer do better?

The first order of business was how to protect the cow, not how to put the teats back on. We had a lot of different ideas. The first was to build an eight-foot chain link fence, and run an electric current through it. Or perhaps, have additional lighting. I wanted to move it away from Dino's, possibly to the east end of Mill Street by the flagpole and old clock (Anton Park). Another idea was to paint poison ivy juice on the teats to protect them (this is done in Japan to protect the gold leaf on temple roofs). An eight foot tall wrought iron fence was also suggested, but no one knew where to get one, and how much it would cost. The problem could be solved if Dino's would be closed. But there was no consensus, because Dino really had a new, going business. The big thing was we were putting the elements together to build up interest in people. We couldn't stop now.

There were a lot of other ideas, but the one thing needed was money. We had to hold a fund drive. Whatever we did would be costly. All in attendance agreed, "Dave, you do it." Well at least our committee was trying to work together. We were in tact. The good that came out of this meeting was to come a few days later.

With the newspaper stories, the word rapidly spread. The news media wanted in on this story. There was ample opportunity for plays on words. And what could be more newsworthy than a cow without teats? This came at a time when the public had just finished hearing two months of news about Jeffrey Dahmer. Everyone needed something to take the nausea away. The editors and reporters saw a good thing coming, recognizing the humor of the cow without teats.

We'd had a couple of reporters and other concerned citizens at previous meetings, but we weren't prepared for three television crews from Green Bay and Milwaukee at our third meeting. The news went out and continued to bring about more interest and more suggestions on how to fix the cow. All the agriculture magazines printed stories and showed pictures of the teat-less cow.

With all of this interest, we were still without a satisfactory solution to our problem. The pressure on me to do something about the cow kept building. Each time I drove past, I started to feel hatred towards the thing; the cow with no teats that I had no idea how to fix. Friends would needle me at the feed store or on the street and greet me with "Hey, Dave. What 'cha goin' to do about that cow?" We'd been interviewed by a number of ag newspapers, daily papers, and TV stations, and even got coverage on the AP wire. My wife, as always, was on my side and continued to make delicious chicken potpie. We'd gotten messages from a friend in Memphis, another from San Diego, but no solutions. We knew that our cow was national news.

One evening while having supper after milking, the phone rang. A man's voice said "Hello Dave. This is Ernst and I can fix that cow of yours. That's a really bad thing those kids did to the cow, but I can fix her up." Well, that was just what I wanted to hear for weeks, but who was this kook that would call me out of the blue? Our conversation continued after I asked his full name. His answer: "Ernst Granatski, and I work at the Milwaukee County Museum, and I can fix your cow."

Now I started to feel the load lifting off of my shoulders. But I didn't know if Ernst was for real or not, so I took his phone number and said I'd call him back. Each year, our family had hosted a maple syrup tour that was organized by the Milwaukee County Museum, thus I had a name to contact, tour leader Charley Roesseger. I called Charley, and he didn't know any Ernst then. Charley returned my call the next day at 5:30 a.m. "This guy is for real. He's worked all over the world mounting animals and building museum displays. Grab hold of him." The rain clouds began to dissipate immediately and the sun started shining. Ernst could be my saviour. I finally had a good night's sleep, called Ernst, and he came up to look at the job.

Ernst was a small man, with a twinkle in his eye, and a rather profane vocabulary. As we spent time together, his life story came out. His home had been in Poland near to the German border. With the German invasion of Poland, Ernst's easy-going personality got him a job at a German museum. Picking up his education (and English speaking skills, swear words and all) there, Ernst was able to enter the United States. Here he built displays for museums, quickly earning the respect of all he worked with.

Ernst traveled up to the farm from his home in Burlington, had dinner with us, and looked the job over. No problem. He immediately knew what had to be done but would not tell anyone. And he would charge only for gas and materials.

Before the replacement of the teats, the cow had to be sanded for the new paint to stick. Ernst needed the whole cow to be lightly sanded. We recruited a number of honor students from Plymouth High School to do the job. These girls worked hard and did a good job, with crowds gathering daily to watch and photograph their work.

The press quickly got into the act. Reporters with big cameras and TV crews were there to photograph the girls on the back of the cow. This was news! To make the girls' job easier, contractor Jim Pankow donated scaffolding, and being girls, they did a good and complete job of sanding.

At our final meeting, Nancy Smith, Executive Director of the Plymouth Chamber of Commerce became involved. She had been a great help as the liaison between our non-political committee and the city politicians and other hangers-on. At the meeting, Nancy announced that she had a deadline to meet. Nobody had ever told me anything about a deadline for the teats to be reattached.

Well, okay Nancy. "Just when is your deadline for the teats to be attached, painted, and removal of the scaffold?" I asked. To which Nancy replied, "The Plymouth Chamber of Commerce is having a Plymouth Day where all the citizens could appreciate that Plymouth was a wonderful place to live." Nancy was planning contests for little kids to sail pint-sized boats down the Mullet River, along with a rededication of the Cow – with the teats. Neither Ernst or myself had been aware of a deadline; But not to worry Nancy. I've always been able to telephone Ernst in the past.

I called and called Ernst's home and the museum, and prayed he would get here in time. No answer. I started a regular schedule of two calls a day; Still no answer. Next Nancy called, asking when work on the cow would begin. Time was drawing near. Not only were Ernst and I scheduled to put the teats back on, but the whole thing needs to be painted and the scaffolding removed. And Dave, you have to make a speech and introduce Ernst to the assembled multitude. My plate was really beginning to fill up and we even introduced a "Name the Cow" contest. Nancy, you've done well, but what we really need is Ernst.

A week passed and Ernst was not answering his phone. I was getting antsy about answering the phone because Nancy Smith kept calling about Ernst. This was before cell phones. So I only had two numbers to call – his home and the Milwaukee Museum. As each day passed and we got closer to the "Day of the Cow," Ernst was not in sight. Not only that, I figured that Ernst didn't even realize we had a

deadline. No way can we get that cow fixed! Day after day I called Ernst and Nancy was also calling me. I got so uptight that as soon as I answered the phone, I just shouted, "He's not here!"

Finally, finally as I was starting to think about suicide, the phone rings and its Ernst. He's driving back from California with a number of wolf hides he'd bought for a display at the Milwaukee Museum. I quickly explained our predicament with the date and schedule of the "Day of the Cow." To which Ernst replied, "Not to worry. I'll be up first thing in the morning and we'll fix that cow up in a jig time." We had two days to replace the old teats with the new ones AND paint the cow AND take down the scaffolding AND write a short speech AND get Ernst into a newer suit.

Well, the next morning Ernst was at the Utility Park before I was, so I climbed up beside him and he told me how he was going to fix those teats. The scaffolding borrowed from Jim Pankow was still in place, so all we needed was a short ladder to trot up and down the cement block pedestal to reach the cow's udder. Ernst was prepared. He had all the stuff he needed in his pickup. So we started right in.

He handed me a piece of half inch metal conduit, about six feet long with the order, "Here Dave, lie down under that cow's udder and thread the conduit up through the hole where the teats had been attached. Just shove it up the tit hole and out her ass." Ernst had drilled four holes up there to receive the conduit. The first piece of conduit went right up where it was supposed to go. Ernst, standing on tiptoes at the rear end, grabbed the conduit and bent it down over the rear end and the conduit was anchored. The second went in and out like the first. So did the third, but the fourth and final teat (cows have four of these things) was a little more challenging because I didn't have the extra peep hole to use to guide the fourth conduit to the back end. But perseverance and a couple of prayers later, the final connection was made.

Now, these pieces of conduit protruded down about ten inches below the udder. Ernst previously had drilled a small hole in each end of the pieces of conduit, and pushed a small wire through it and then wound it around the conduit. Thus the wire became the base for building up the teat with clay or what have you. And the fun began. Ernst scooted down the ladder, back to his truck, and returned with two containers of "smuck" that was used to form the teats. The stuff had the consistency of clay, but was real sticky. We each formed two teats, pressed the smuck into place real hard, and formed the teats attaching them with a gentle shaping to blend into the udder.

It was kinda fun, like playing with clay in kindergarten. The smuck was easy to form and blended into the udder. I think the stuff must have been made out of epoxy, really strong, and held onto the udder and conduit real tight. They looked good! But Ernst was not done. More smuck was needed to

cover and seal the folded over ends of the conduit right under the cow's tail. It all blended in real good so no one could tell where the teats were anchored. Everything looked good, so we picked up our tools, cleaned up our mess, and climbed down the ladder. We both stood on the ground, gazing proudly at our handiwork. Ernst said in a loud voice, "No one will knock THOSE damn tits off!"

We headed back to the farm for an early lunch so we could get to painting in the afternoon. Ernst went down into our cow yard and picked out a cow he figured had the spots of a typical Holstein. I tried to explain that very few Holsteins were spotted like the one he had picked out. Never mind, according to Ernst, the spots were immaterial.

It was easy to start painting at the topside of the cow and paint our way downward. We painted those parts that needed painting; you all know that a cow's teats are a different color than the rest of her body. Both Ernst and I came prepared with the right shade of pink and white, and painted the new teats the appropriate color. He also painted the smuck under the tail black; you all know that the rear end of a Holstein is black. By nightfall when the streetlight went on, we were done with the painting. I thought the spotted cow looked more like a Dalmatian than a Holstein, but I didn't say anything derogatory about it to Ernst.

Plymouth Day went off without a hitch. In the Name the Cow contest, the winner was Lois Miller who remembered the hero of the original cow, and the Plymouth cow is now named "Antoinette." In the ten years since the restoration, a few hammer-toting swains tried to knock off the teats, but succeeded only in nicking them. When Ernst repainted the cow several years later, he repaired the slight damage. Now a wrought-iron fence surrounds Antoinette, prickly bushes are inside the fence, and our bossy seems to be well protected. Let her always be the symbol of our dairy industry in Sheboygan County.

2005 Fixmer Award
The Forest History Association of Wisconsin
Distinguished Service Award to an Individual

Bob Brisson



Bob Brisson accepting the 2005 FHAW Fixmer Award from FHAW President, Miles Benson.

Bob Brisson, a native of Menominee Michigan, has devoted his career as an educator for the University of Wisconsin – Extension in Marinette. He also taught environmental education at Upham Woods in Wisconsin Dells for UW-Extension. Bob attended Michigan Technological University, and received a forestry degree in 1962. He then attended UW-Madison and received his Master's in Forestry in1973.

Bob's interest in forest history began in High School and has continued throughout his career. He is a Charter member and Life member of the Forest History Association of Wisconsin, and currently serves as Vice-President. Bob has been instrumental in the success of the Association, filling many duties. He has been the *Chips and Sawdust* editor, Treasurer for 5 years and on the Board of Director's for 12 years.

Bob's most critical role to the Association was to serve 5 years as the Executive Secretary, after the unexpected and untimely passing of long-time Executive Secretary Frank Fixmer. The shoes of

Frank's were very large, as can be noted by the name on this very award. Bob stepped up during a critical time, and continued operating the Association when it easily could have ceased operations.

Contribution to history in general by Bob has been noteworthy, preparing various papers and providing presentations on the County Forests of Wisconsin, the Marinette County Forest, Parks and Snowmobiling in Marinette County, Logging the Cedar River Watershed and the "History of the J.W. Wells and the Wells Lumber Company."

Bob is also active in the Marinette community, serving as a life member of the Marinette County Historical Society and Menominee Michigan Historical Society. He also volunteers at the Chappee-Webber Learning Center teaching the "History of Logging the Menominee River Watershed" to all Menominee County 4th Grade students each year.

For his continued dedication to preserving forest history, educating our youth and in recognition of his invaluable service to the Forest History Association of Wisconsin since its inception in 1976, the Association presents the 2005 Fixmer Award to Bob Brisson.

2005 Connor Award
The Forest History Association of Wisconsin
Distinguished Service Award to an Organization

LEAF
Learning, Experience, and Activities
in Forestry Program



LEAF Staff: Sterling Strathe, Sunshine Kapusta, Jessica Tomaszewski, Sarah Gilbert, and Nick Hylla.

The Forest History Association of Wisconsin is proud to present the 2005 Connor Award to the LEAF Program. Based in Stevens Point at the Wisconsin Center for Environmental Education, the program was created four years ago from legislation aimed at promoting forestry education in Wisconsin schools. A partnership between the Center for Environmental Education and the Wisconsin Department of Natural Resources, the LEAF program is leading the way in statewide K through 12 forestry education. According to LEAF director Sterling Strathe, LEAF programs are developed and disseminated to Wisconsin's K – 12 schools, including activities for use in the classroom and in the woods. Wisconsin history is mandated to be taught in the fourth grade and LEAF's fourth grade unit is a

key component to that state mandate. With an advisory committee made up of 24 individuals representing an array of forestry stakeholders in Wisconsin. LEAF is an integral part of the overall outreach and educational programs of the college of Natural Resources.

Upon notification of LEAF's receiving the Connor Award, Strathe stated, "We are delighted to receive statewide recognition and it is a measure of the staff and quality programming we bring to Wisconsin's students. Our focus is bringing to life the rich tradition and history of Wisconsin's forest and forestry industry and how today's forests are better managed and sustained for all citizens." The LEAF staff was not present at the FHAW 2005 Annual Meeting in Sheboygan, but was extremely honored nonetheless.

2005 Forestry Hall of Fame Award
The Forest History Association of Wisconsin Hall of Fame Award

Mary Roddis Connor
1909 – 2004

On behalf of her mother, Mary Roddis Connor, Catherine Connor Dellin proudly accepted the 2005 Forest History Association of Wisconsin Hall of Fame Award. As President of the Camp Five Museum, Laona, Wisconsin (founded by Mary Roddis Connor and husband Gordon Connor) Catherine recounted her mother's many accomplishments and contributions to forestry and forestry conservation in Wisconsin and the United States.



Cate Dellin receiving Forestry Hall of Fame Award for Connor family from Don Lambrecht.

Born in 1909 to Hamilton and Catherine Roddis, a prominent lumber family of Marshfield, Wisconsin, Mary was wed to Gordon W. Connor in 1929, and together raised a family of five children. Beginning her forestry activism in the 1930s, Mary successfully campaigned against the use of young maple trees in timber transportation. In the 1940s, Mary published a book, *Forestry Futures and Conservation Misconcepts*, advocating the long range multiple-use practices newly initiated in the forest product industry by the Connor and Goodman lumber companies. At the World Forestry Conference in Buenos Aires, Mary and Gordon lobbied against a proposal to place U.S. National Parks under the control of the United Nations. In her promotion of multiple-use, sustained-yield forestry, Mary received numerous awards from the Arbor Day Foundation, the State Historical Society, the State of Wisconsin, and the Daughters of the American Revolution.

In 1969, Mary and Gordon founded the Camp Five Museum of Laona, Wisconsin, a museum celebrating the logging camps of 19th century Wisconsin. Mary was a co-founder of the Forest History Association of Wisconsin, past president of the association, and with this award is the first woman to be inducted into the Wisconsin Forestry Hall of Fame.

Minutes of the Annual Business Meeting of Members

October 1, 2005

Call to Order

The meeting was called to order at 4:00 PM by President Miles Benson at the Sheboygan County Historical Society Museum in Sheboygan, Wisconsin. He recognized the Annual Meeting Committee, chaired by Dean Einspahr, and offered thanks to the Sheboygan County Historical Society Museum for their help in hosting the meeting.

Minutes of the Last Meeting

President Benson briefly discussed the problems that have been encountered in getting the proceedings of the 2004 Ashland meeting into print and indicated they would be out in about two months. The minutes of the last annual business meeting were reviewed and there was a motion by Arno Helm and a second by Don Lambrecht that they be approved as corrected. The motion carried.

President's Report

President Miles Benson introduced the officers and directors for the 2004 – 2005 year. Bob Brisson served as Vice President, Dean Einspahr as Membership Chairman, Tom Albrecht as Treasurer, Larry Gueller as Recording and Corresponding Secretary, and Don Lambrecht as Forest History Hall of Fame Representative. Sara Connor was the "Chips & Sawdust" editor this past year and Karl Baumann headed up the Auction Committee. Michael Sohasky was committee chairman for the Scholarship and Distinguished Service Award Committee. Miles indicated that the Archivist position is currently open and encouraged members to consider volunteering for this position.

President Benson further described the activities of the FHAW this past year, a copy of which will be included as the "President's Report" in the 2005 Proceedings and will be presented to the Board of Directors at their organizational meeting for the new year.

Membership Committee Report

Dean Einspahr reported the current membership total as 233 and the breakdown was as follows: 192 individual, 6 corporate, 3 family, 19 life, 7 nonprofit, 4 student, and 2 exchange memberships. The numbers change month by month, but the total has remained about the same for the last two years. Renewals are a little slower than usual this year, and a reminder letter is planned.

Treasurer's Report

Tom Albrecht distributed copies of the financial report for the period of July 1, 2004 to June 30, 2005. The June 30, 2005 cash balance was $54,323. Operating expenses for the year were $4,638 and cash receipts were $6,097. Tom pointed out that still outstanding were the costs of publishing the 2004 proceedings and the $500 honorarium ($2500). Albrecht reported that the book, *Ghosts of the Forest,* had returned $27,198 on the original investment of $25,000. Currently the FHAW checking account is at the Associated Bank of Shawano. Jerry Poprawski moved and John Curran seconded the motion that the treasurer's report be approved. The motion carried.

Audit of Books

Miles Benson read the report of the auditors (FHAW members Lloyd Godell and Allan Waelchli) for the period of July 1, 2004 to June 30, 2005. They reported that the financial report was in order. Jay Craven moved and Arno Helm seconded the motion that the audit be approved. The motion carried.

Scholarship and Distinguished Service Awards

Chair Mike Sohasky was not present but Benson stated that Mike indicated he would continue to handle activities in this area.

Exhibits

Miles Benson indicated he, along with Tom Albrecht, would continue to be involved and that during this last year FHAW members had put together a new "Liberty Days" exhibit that featured forestry activities during World War II. This exhibit was used at Liberty Days is Antigo.

Approval of the Actions of the Board of Directors

Alan Gurtner moved to approve the actions of the directors for the period of July1, 2004 through June 30, 2005. Dan Giese seconded the motion and the motion carried.

Publications

There was discussion from the floor that verified that there were still copies of the Randy Rohe book, *Ghosts of the Forest*, available for sale. Additionally, there were suggestions of other possible publications we could consider publishing. These included the Oshkosh Tool Catalog, the Holt Family Story, Bob Hagmen's *Rafting in Wisconsin and Minnesota*, and books under consideration by Pagel and Mounte. No action was taken regarding future publications.

Future Annual Meeting Locations

1)2006 – Camp Five Laona, Connor as Chairman 2)2007 – Madison, with Benson and Connor cochairman, 3)2008 – Wisconsin Dells, Hermansville, or La Crosse.

New Business

No new business was suggested by the members. The next meeting of the board is expected to be in late October or early November and board members will be contacted regarding the best time and place.

Adjournment

The meeting adjourned at 4:45 to the cheers of the Auction Committee (Brisson and Baumann).

Acting Secretary,
Dean Einspahr

FOREST HISTORY ASSOCIATION OF WISCONSIN

Treasurer's Report

July 1, 2004 to June 30, 2005

OPERATING RECEIPTS

	04-05 Est.	04-05 Actual
Dues	2,500	3,136
Donations-Unrestricted	800	820
Annual Meeting	1,500	
Auction	800	1,014
Sales	200	174
Return on Investment	1,700	953
Operating Receipts...(subtotal)	**7,500**	**6,097**

Book Receipts

Fy 05...$ 3,334 (receipts) – 1,894 (expenses) = $1,440

Total.....33,472 (receipts) – 6,274 (expenses) = * *27,198*

OPERATING EXPENSES

Printing	6,000	* 3,019
Postage	500	481
Operations	900	* 795
Annual Meeting	1,500	230
Proceedings Honorarium	500	0
Auction	200	113
*** Outstanding expenses for the 2004 Proceedings will be carried to 2005-2006. $500 honorarium and printing $2500**	0	0
TOTAL EXPENSES	**$9,600**	**$ * 4,638**

CASH ASSETS

	6-30-05
Associated Bank Checking (Shawano)	2,946
Capitol One MM (3.04%)	31,377
Capitol One 1 yr CD (3.85%) quarterly	20,000
TOTAL	**$ 54,323**

Available Annual Proceedings Back Issues

Back issues are available for $3.50 plus $2.00 shipping for the first issue, and $1.00 for each additional issue.

Please pay with check, payable to the Forest History Association of Wisconsin and send to:

Secretary, FHAW
P.O. Box 1001
Marinette, WI 54143 – 1001

16th Annual Proceedings – 1991
"Forest Products Transportation by River, Rail, and Road"

17th Annual Proceedings – 1992
"Logging and Land Stewardship History Near the Wisconsin-Michigan Border"

18th Annual Proceedings – 1993
"Archaeology and Forest History"

19th Annual Proceedings – 1994
"Prominent Lumbermen of Central Wisconsin"

20th Annual Proceedings – 1995
"Non-Traditional Products of the Forest: Their History and Commercial Development"

21st Annual Proceedings – 1996
"The Flambeau River Area's Forest Herritage"

22nd Annual Proceedings – 1997
"Forest History's Impact on the Growth of Tourism in North Central Wisconsin"

23rd Annual Proceedings – 1998
"Sawmill and Pioneer Lumbermen of the 19th Century Along the Central Wisconsin River"

24th Annual Proceedings – 1999
"Oshkosh – Sawdust City: Then and Now"

25th Annual Proceedings – 2000
"The Historic Rhinelander Area: The Land of the Hodag"

26th Annual Proceedings – 2001
"The Historic Stanley Area"

27th Annual Proceedings – 2002
"The Historic Oconto Area"

28th Annual Proceedings – 2003
"The Historic Two Rivers Area"

29th Annual Proceedings – 2004
'The Historic Ashland Area"

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Camp 5 Museum

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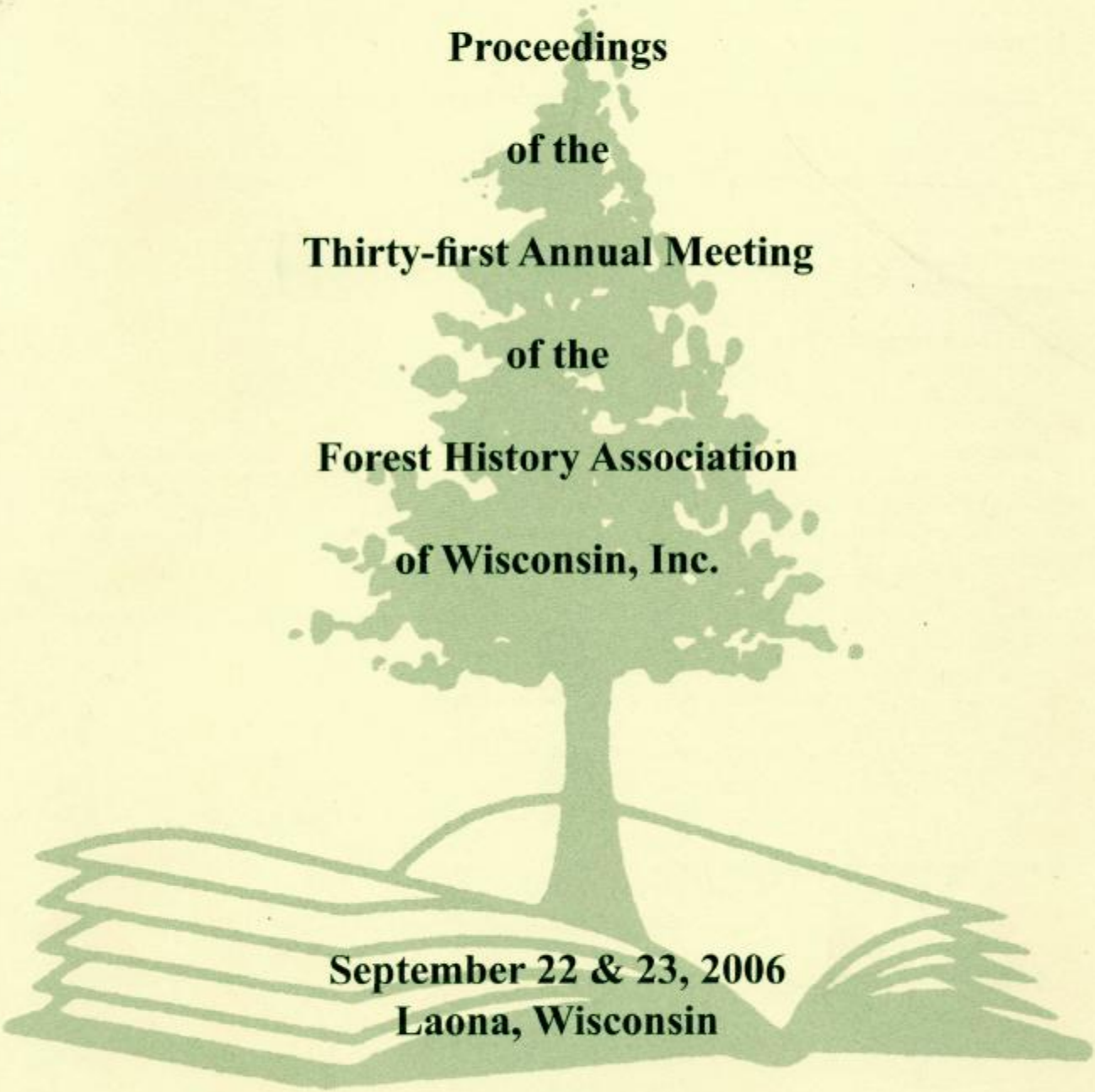
of the

Thirty-first Annual Meeting

of the

Forest History Association

of Wisconsin, Inc.



September 22 & 23, 2006
Laona, Wisconsin

The Forest History Association of Wisconsin

The Forest History Association of Wisconsin had its beginnings early in 1975 when a group of representatives from the wood products industries, conservation agencies and the University of Wisconsin met to discuss a potential bicentennial project which would remind our citizens of the importance of forests in Wisconsin's past, present and future.

Their discussions led to the founding of the Association as a non-profit, tax-exempt endeavor, whose principal objective would be to preserve Wisconsin's forest heritage. Membership currently numbers at 254 individuals, corporations and institutions.

The ten-member Board of Directors serves as the Association's governing body. Officers and directors for 2006-2007 are:

Sara Witter Connor 2006, President.....Laona
Miles Benson 2006, Vice President.....Wisconsin Rapids
John Kotar 2005, Secretary.....Eau Claire
Robert Walkner 2005, Treasurer.....Two Rivers
Tom Albrecht 2005.....Shawano
Karl Bauman 2006.....Marinette
Robert Brisson 2005.....Menominee
Laurie Davidson 2006.....Marinette
Dean Einspahr 2005.....Appleton
Donald Lambrecht 2006 .....Green Bay

The years indicate the year in which the director was elected. Directors are elected by the members at the annual meeting for a term of two years with half of them (five) being elected in even numbered years and the remaining five Board members elected in the odd numbered years to maintain some continuity on the Board. Officers are elected by the Board members for a one year term at the first Board of Directors meeting after the annual meeting.

The Association has produced a number of publications which will have some appeal to most forest history enthusiasts:

- *Proceedings of Annual Meetings – 1978 through 2005*
- *Bibliography of Wisconsin Forest History Literature*
- *"Chips and Sawdust"* (Quarterly Newsletter)
- *A Chronology of "Firsts" in Wisconsin Forest History*
- *Logging and Lumbering Museums in Wisconsin*
- *Ghosts of the Forest: Vanished Lumber Towns of Wisconsin, Volume I*

Information regarding the Association can also be found by visiting their website:

http://www.foresthistorywi.com

Further information on any aspect of the Association's program and policies may be obtained by writing to:

Secretary
Forest History Association of Wisconsin
P.O. Box 1001
Marinette, WI 54143-1001

Proceedings

of the

Thirty-first Annual Meeting

of the

Forest History Association

of Wisconsin, Inc.

September 22 & 23, 2006
Laona, Wisconsin



Founded, 1975



"The past is but prologue to the future"

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Foreword

The following pages report the official transactions conducted and papers presented at the 31st annual meeting of the Forest History Association of Wisconsin, Inc. The town of Laona, Wisconsin served as a host site for the weekend meeting of September 22 to 23, 2006.

While in Laona, FHAW members toured a few sites of local historical interest. The first tour headed out on Friday to the Cleereman Industries, followed by the tour of Pine River Lumber Company. The Camp 5 Museum, the highlighted tour on Saturday, was at the award winning logging museum, where the annual meeting was held



After Friday's tours, FHAW members convened in the afternoon to listen to Charles Day's presentation on World War II gliders. Following Charles Day's presentation, Mike Monte presented his paper on logging equipment and its evolution. Following this program, the Connor Award and the Fixmer Award were presented to the winners, which lead into the FHAW annual meeting, followed by social and dinner hour.

Saturday began with the presentation of three papers. The first was president of the FHAW, Sara Connor's paper on Wisconsin's plywood contribution to World War II. Following Connor was logging railroad enthusiast and researcher, Brad Pagel with his story of retracing and mapping logging railroad grades in the Stella Lake area. After a short break, Robert Laplander presented a paper on the Forestry Service in France during World War I. After all of the presentations, FHAW members took a tour of Camp 5 Museum. As the meeting ended FHAW members were invited to the Heritage Hunt Club to hunt pheasant, or shoot sporting clays.

We warmly extend an invitation to any reader of the 2006 Forest History Association of Wisconsin Proceedings who is not already a member to join us in our efforts to preserve forest history in the state. To learn more about the association or request a membership form, write to: Executive Secretary, Forest History Association of Wisconsin, Inc., PO BOX 1001, Marinette, WI 54143-1001.

Tiffany Gerber,
Guest Editor

President's Report

The FHAW has been working with the State Historical Society of Wisconsin (SHSW) on their educational presentations of forest history. In cooperation with the University of Wisconsin - Stevens Point Director of the LEAF program, Sterling Strathe, the SHSW has included LEAF activities in their online curriculum for Land Use Learning Activities. In addition, the FHAW Directors met with Ellsworth Brown, Director of the SHSW, as well as representatives of Plum Creek Timber, Society of American Foresters, and Wisconsin Department of Natural Resources to discuss forest history education at SHSW.

The FHAW WWII Exhibit was at "Antigo Days." The WWII exhibit has photos of the "Paper House" designed for quick construction and cold resistant weather. It was a cooperative project with the Institute of Paper Chemistry, as well as the United States Forest Products Laboratory in Madison. The exhibit also shows "women on the homefront" as Lumberjills took over the jobs in the wood to continue the forest product supply during the war. The FHAW WWII exhibit was at Camp 5 Museum with the opening of "Wisconsin's Flying Trees" Wisconsin Plywood Industry's Contribution to WWII" and continued on to the University of Wisconsin - Marshfield in the late fall.

The 31st Annual Meeting was held at Camp 5 Museum in Laona. The tours included Logging Camp Archaeology and Cleereman Industries in Newald. The lectures included Charles Day, author Silent Ones: WWII Glider Invasion Test and Experiment, Sara Connor, FHAW Editor & President, - "Wisconsin's Flying Trees" Wisconsin Plywood Industry's Contribution to WWII," Rob Laplander,- author of The Lost Battalion, Mike Monte - author of Cut & Run, and Brad Pagel, archaeologist historian on "The Goodyear Lumber Company." The auction and banquet with thanks to the hardworking committee.

Thank you,

Sara Connor, President

Thirtieth Annual Meeting
Forest History Association of Wisconsin
Laona, Wisconsin

Friday, September 22, 2006
FHAW Conference, Camp 5 Museum, Laona

8:00 Meet and Registration: Camp 5
8:30 Leave from Camp 5 for Tours
- Tour of Cleereman Industries (Maker of Sawmill Equipment and Sawmill Carriages)
- Tour of Pine River Lumber Company: Forest Management and Logging Camp Archaeology

12:00 Lunch

1:00 "A Summary of United States Army Air Forces Military Glider Procurement and Testing: 1941-2006" – Charles Day
1:45 "Skidders I Have Known" – Mike Monte
2:30 Award Ceremony
- The Connor Award
- The Fixmer Award

3:00 FHAW Annual Meeting
3:45 Director's Meeting
- Heritage Hunt Club

5:00 Social Hour at Camp 5
6:00 Dinner and Auction at Camp 5

Saturday, September 23, 2006
FHAW Conference, Camp 5, Laona

8:00 Coffee
8:45 "Wisconsin Flying Trees: Wisconsin Plywood Industry's Contribution to WWII" – Sara Connor
9:15 "The "Lost" Logging Railroad Grades of the Stella Lake Area in Villas County" – Brad Pagel
10:00 Break
10:10 "Forestry Service with the American Expeditionary Force during WWI" – Robert J. Laplander
11:00 Fall Activities and Fun at Camp 5
- Tour of Camp 5
- Award Winning Green Treasure Forest Tour

12:00 Lunch
- Tour of Camp 5
- Heritage Hunt Club

Forest History Association of Wisconsin
2006 Tour and Annual Meeting

The 2006 FHAW tour has already been described in the Fall 2006 *Chips & Sawdust* volume 32. Readers interested in the detailed account with photos are directed there. But the Proceedings are the official yearly FHAW publication of the annual meeting so a brief synopsis is appropriately presented here as well.



Part of the tour was at the meeting site, the Camp Five Museum, complete with a train ride, visits into the past to a camp blacksmith shop and store, the museum, a nature center and a general northwoods atmosphere. Camp Five is designed to provide something for all ages and is a great way for a family to spend some time together.

The tour sites away from Camp Five included Cleereman Industries for a good education on the building of sawing equipment for sawmills. The discussions that took place there helped one understand the activity and closeness of a lumber town atmosphere.

From there the tour went to the woods to provide some insights into the old logging camp setups and the more recent archaeological work on land that has a variety of ownerships. Some of the kinds of work described was reported at the 25th FHAW annual meeting in 2000 at Rhinelander and was presented in the FHAW Proceedings of that year.

A further appreciation of the ownership trail of the lands involved from the early logging to the present from early individuals to the most recent Plum Creek Timber Company of Tomahawk We again thank the Pine River Lumber Company and Bob Connor for helping with the tour stops. Also thanks to Plum Creek Timber Company for allowing access for our forest visit.

Lunch on the tour is always a memorable event and this year was no exception. Larry and Gail at the Popple River Pub in Popple River served an excellent lunch and some fun visiting with them and those in our group.

Our Speakers



Charles Day – Charles is a graduate of the Ohio State University Business School, a retired traveling salesman and a data base application developer. He has published a book, *Silent Ones WWII Invasion and Glider Test and Experiment: Clinton County Army Air Field, Wilmington, Ohio.* Charles has continued his research, which has aided in the opening of Silent Wings Museum in Texas.



Mike Monte – Mike comes from a family that logged for generations, he himself logged for more than eighteen years. He has started an archive of historical photos, stories and articles relating to logging history. Mike freelanced for *Timber Producer Magazine* and *Northern Logger Magazine,* and also authored *Cut and Run.*



Sara Connor – Sara is the president of the FHAW and has been the Director of Education at Camp 5 for the last nineteen years. She is also the curator behind the "Wisconsin Flying Trees: Wisconsin Plywood Industry's Contributions to WWII" exhibit, which is the first nationwide traveling exhibit.



Brad Pagel – Brad received his Associates Degree in Conservation Technology and has been involved in forest management, working on various tasks such as, planting trees, marking timber, and logging. His research relates to the undocumented railroad grades of the Goodyear Lumber Co. built originally in 1900. His research has revealed twenty-nine spurs totaling twelve miles, all of which were undocumented.



Robert Laplander – Robert is the author of *Finding the Lost Battalion: Beyond the Rumors, Myths and Legends of Americas Famous WWI Epic,* which contains eight years of original research on seven states of the union and parts of France. His book is the first to tell the complete and compelling story of the Lost Battalion and includes 100 photos, fifteen maps and a wonderful, entertaining narrative.

A Summary of United States Army Air Forces Military Glider Procurement &Testing 1941-2006

By Charles L. Day

The very first powered glider flew successfully on December 17, 1903. The Wright Brothers had built their own engine and propellers and installed them on one of their gliders.The United States Army Air Corps (USAAC) had no gliders, no glider training program and by 1930 actually banned officers from flying soaring gliders during their off time. A large number of USAAC people hated gliders and wanted nothing to do with them. Some of them did not even want to see one. This was an on-going problem with the US glider program during its existence. By 1941, the USAAC still had no Cargo glider designs, no Cargo glider experience and fewer than 200 civilian soaring glider pilots to call on for glider pilot training.

Early February 1941, General Henry "Hap" Arnold, head of the USAAC decided the U.S. should have a glider force second to none as long as it did not interfere with powered aircraft production. He suggested he would like a Jeep with wings that could fly with two men and guns, land, shed its wings and go around as Jeep. Between May and October 1941 sailplane contracts were let and twenty-two various models of sailplanes were appropriated by the Army for pilot training purposes. Frankfort Sailplane Co., Schweizer and Laister-Kauffmann were given contracts to build soaring gliders for pilot training.

March 1941, the Army sent eight and fifteen place glider engineering requirements to eleven companies. There were two drawbacks to the requirements, first, no manufacturer already involved in powered aircraft production could be involved and second, aluminum was reserved for use in powered aircraft. Only four of the eleven companies responded. These companies were assigned model numbers XCG-1 through XCG-8. The odd number was for an eight place design and the even number for a fifteen place design. Frankfort's entries were unsatisfactory. The St. Louis Street Car Company, AKA the St. Louis Aircraft Company submitted the XCG-5 which was unsatisfactory. The XCG-6 was never built.
Hawley Bowlus designed the all plywood XCG-7 and XCG-8 and left the construction to the Douglas Company. Neither glider met requirements.

Of the four companies, only WACO, Troy, Ohio delivered flyable gliders that passed both flight test and static test requirements. The XCG-3 was delivered in late 1941. During testing, the XCG-3 was redesigned as a nine place glider with a slightly larger cockpit area, entry/exit doors and was designated CG-3A. One-hundred were built by Commonwealth, but they were used for only a short time for training. WACO delivered the first XCG-4, 15 place glider the middle of May 1942, ahead of schedule. It was approved for production in June 1942. This glider design contained approximately 70,000 wood, steel, plywood and fabric parts and could carry a Jeep and six soldiers including the pilots. Flight tests produced several structural design modifications and additions which changed the designation to the CG-4A.

The average cost of all the CG-4A gliders produced was around $24,000.00. Ford Motor Company at Kingsford was the best producer in both quality and lowest cost, an average cost just over $15,000.00. The National Company of Elwood City, Indiana was the worst producer. National built one CG-4A, which was not delivered until May 1943. This glider was built in a barn. The barn was not as wide as the wingspan, so openings were cut in the side of the barn and roofs were built over the openings for the protruding wings. The glider was destroyed in a wind storm at CCAAF in July 1943. The cost of that glider to the taxpayers was $1,741,808.88. Remember, a loaf of bread was 12 cents.

By the third quarter of 1945, sixteen companies had delivered 13,903 CG-4A gliders. At Kingsford, Ford Motor Company built 4,190 of these gliders. The Gibson Refrigerator Company in Greenville, Michigan, began as a wooden ice box manufacturer and was in the heart of Michigan's wood furniture industry. Gibson converted the refrigerator assembly line to a glider assembly line and built 1,078 CG-4A gliders including eleven using the Consoweld "paper" floor. When the war ended, contracts to various manufacturers for a total of 5,190 CG-4A gliders were cancelled. There were thirteen powered gliders (PG designation), one XCG-15 and one XCG-4B all plywood glider built on CG-4A fuselages.

The uniqueness of the CG-4A compared with the other designs was the size and shape of the cargo section and the nose that hinged open from the top to allow loading larger cargo items. The CG-4A had no flaps and a rather blunt nose design. The red line tow speed was 150 mph. It could carry more than its own weight in cargo.

Typical loads included: pilots, howitzer or anti-tank gun, gun crew and ammunition; two pilots and 13 troopers and their equipment; pilots, ¼ ton truck and four troopers, (you will read that the glider carried the ¼ ton truck or a Jeep—The ¼ ton truck was the Jeep); pilots, ¼ ton trailer, two to four troopers; pilots and a small bulldozer or small scraper; pilots with machine shop, pilots and nurse, and twelve litters carrying wounded; pilots and wooden crates of artillery ammunition, mortar rounds, etc.; and pilots, three Mules and a handler. The load was almost anything that would fit inside and could be lashed down such as a fresh water tank or a fighter aircraft engine.

By June 1942, the British had already begun building the Hotspur, Horsa and Hamilcar gliders that were mostly plywood. The Horsa could carry thirty-two men or a Jeep and Howitzer and crew. The Horsa was sixty-seven feet long with an eighty-eight foot wingspan. Including the bulkheads, the Horsa contained approximately 3,500 square feet of plywood. The Hamilcar, with a bullet proof glass cockpit, was large enough to carry a small tank.

I do not know the total amount of plywood or lumber used in the U.S. glider program and the British glider program, but, a quick calculation of the wing area of the CG-4A glider shows more than one square mile of 3/32 inch plywood was required to cover the wings of the 13,903 CG-4A gliders built. This does not count the plywood floors, other glider models, or British gliders.

Most of the CG-4A gliders were crated in five crates for shipment overseas. The largest crate was 25 feet 5 inches long and 11 feet 7 inches tall. This length was determined by the size of the hold of a Liberty Ship. The five crates contained over 10,000 board feet of lumber. At the Greenham Commons glider assembly area in England, the assembly crews lived in the large crates because the area was a golf course and had no living quarters.

From March 1941 through 1945, USAAF Glider Branch Engineering perceived and/or flight tested seventeen different U.S. cargo gliders, three British gliders and one German glider at the U.S. glider test base in Clinton County, Ohio. All of these except the XCG-17 used considerable wood construction. I am mentioning only those models that achieved flight testing.

The CG-15A glider was basically the CG-4A fuselage with shorter wings and flaps, a more streamlined nose, a better loading ramp, floor tie downs, a different wheel carriage, a 500

lb load increase and a maximum tow speed of 180 mph. The CG-15A design consisted of major changes to the CG-4A which to implement would have totally halted CG-4A production at a time when large quantities of the gliders were most needed. Four hundred and twenty-seven CG-15A gliders were built by WACO with one of them becoming the XPG-3 powered glider. The CG-15A did not come to production until late 1944 and none were used in combat.

By late 1941 Colonel Dent, head of Glider Branch Engineering at Wright Field, had seen the Horsa glider in England and brought the plans back to Wright Field. He realized the need for larger gliders to carry the Jeep and trailer, Jeep and howitzer, Jeep and anti-tank gun as a unit rather than in separate gliders. This desire for larger gliders resulted in the XCG-10, XCG-13, XCG-16 and XCG-17 which was flight tested at CCAAF during 1944.

There were 136 X, Y and production CG-13A gliders built by WACO, Ford and Northwestern. Several were used for hauling freight in Europe but only one flew a combat mission in the Philippines.

The XCG-17 glider was a C-47 without engines. Despite AF stories to the contrary, the conversion was done at CCAAF except for the spinning of the aluminum nacelle covers. The C-47 airframe made the XCG-17 the most efficient glider of the U.S. designs. The airframe was capable of being towed at 290 mph. However, like all other AAF powered aircraft designs, it was difficult to load and unload from the side.

The XCG-16 glider was designed and built by noted glider designer Hawley Bowlus. Bowlus had a quite a lot of aircraft experience having been shop foreman for building the Spirit of St. Louis and having built several soaring gliders. He and Richard DuPont, an heir to the DuPont Corporation, operated a soaring glider manufacturing company in the early 1930's.

This XCG-16 glider was extremely controversial. The civilian model (MC-1) crashed at March Field, CA in September 1943, killing Richard DuPont and the pilot and co-pilot. This glider was on General Arnold's post-war preferential aircraft list. However, only one of the two contracted XCG-16 flight test articles was built.

Many projects related to glider activity were tested and perfected at CCAAF. After many practice snatches of dead weight and sheep, the first human snatch was performed on September 5, 1943 at CCAAF. Lloyd Santmeyer was the project officer.

He was called Saintmeyer by pilots, Chet Decker and Robert Cardenas, and the All American winch representative, "Bips" Boyer, because he was so precise flying the snatch tugs. It was said that if you lay a handkerchief on the runway Saintmeyer could snatch it. Santmeyer is ninety-seven years old this year.

The pick-up or snatch system for retrieving a grounded glider using a flying aircraft was also perfected. The pickup station was two- twelve feet tall outward folding poles, spaced approximately twenty feet apart. An eighty foot long nylon line loop stretched between the poles down to the ground where it attached to a 185 foot nylon line running to the glider.

The C-47 pickup aircraft contained a winch, which was kind similar to a large fishing reel, which held slightly more than 1,000 feet of steel cable with a large hook on the loose end. The C-47 pickup arm contacted the loop at approximately 120 to 130 mph.

When the loop was contacted by the hook, the steel cable began pay out as the aircraft continued. When the dogs of the winch were properly set, the winch would stop the cable payout at approximately 600 feet. This winch absorbed most of the shock of the pickup.

The CG-4A glider would leave the ground in less than 100 feet, in approximately three seconds. Both the aircraft continued to climb and the glider would be flying at the same speed as the pickup aircraft in approximately seven seconds. The G forces produced a jolt no greater than jumping from a kitchen chair. When a glider carrying wounded litters was snatched, the patients lying horizontally on the litters did not move more than six inches.

Two such gliders were snatched at the Remagen Bridge in Germany. For one of the snatches, the winch operator was a bit over cautious in setting the winch dogs to stop the cable payout. In attempting to decrease the G forces on the litters, his settings were such that all but a few feet of the steel cable payed off the winch drum before the payout stopped. Of course, the CG-4A glider would have had a very difficult time flying with over 1,000 feet of 5/8" steel cable and 225 feet of nylon line hanging from its nose.

A method for snatching two CG-4A gliders was developed. Larger winches were built to handle heavier gliders such as the CG-13A and the CG-10A, snatched by a B-17 bomber. When the B-17 bomber snatched the XCG-10A, the glider was airborne in 120 feet at 160 mph. In spring of 1945 a system for the mid-air retrieval of crippled B-29's was developed. With this

new system installed, two B-29's were on the way to Tinnian Island in the Pacific when the first Atomic bomb was dropped.

Landing tests were made under various plowed, furrowed and frozen ground conditions and on the wet alfalfa growth at CCAAF under various weather conditions. These tests were to estimate CG-4A stopping distances. Reports were compiled and sent to the Pentagon. Wright Field engineers felt there was good reason to devise methods other than the brakes and nose skids for stopping the CG-4A. The Pentagon failed to provide the funds needed to acquire materials to further test ideas for stopping.

On June 6, 1944, 101st AB Brigadier General Don F. Pratt became the highest rank officer killed in the invasion of Normandy and he happened to be in a CG-4A glider which did not stop quickly enough and smashed into a hedgerow. Immediately the pentagon jumped down the throats of the test engineers at Wright Field who, in turn, informed the Pentagon officials that the test results they wanted were there, in the Pentagon, somewhere, in a filing cabinet. Almost instantly, Glider Branch received additional funds to further test various stopping devices. At least four plow devices, rockets, bazookas, undrawn nylon and large drag chutes were tested.

Various powered aircraft and their characteristics as tugs were checked out. Robert Cardenas flew a P-38 towing a CG-4A from Minneapolis, Minnesota to Pinecastle, Florida to prove the practicality of the heavily armored P-38 as a tug and as protector of the gliders during landing and on the ground, but Fighter Command rejected its use.

As a result of a meeting with Colonel Dent concerning larger gliders in December 1941, by early 1943 Mr. Jack Laister (Laister-Kauffmann Company) had designed and was building the 26,000 lb gross weight XCG-10 glider which was mostly plywood. The CG-10A was somewhat "over engineered". After complete tactical testing at Laurenburg-Maxton, and without any structural changes, the gross weight of the glider was raised from 26,000 lbs. to 32,000 lbs.

Two of several unique features of this design were the rear, vertically hinged, clam-shell doors, a horizontally hinged loading ramp and a floor close to the ground for easy unloading after landing. All other powered cargo aircraft being designed at the time were front loading or

had a large bulbous back end section of the fuselage that had to be raised for unloading (the C-82 and C-119) with floors several feet off the ground.

Although the glider had been intended for the invasion of Japan, the CG-10A apparently was in conflict with General Arnold's post war plans for surplus gliders to be used commercially. As a result, contracts for it were withheld. The Japanese surrendered by the time a contract was let and construction had begun. Only five were built. Jack Laister knew that a CG-10A production contract was being "stone-walled". He also was aware that Troop Carrier knew about the XCG-10A and had expressed a desire to purchase them. Laister went to his U.S. Senator from Missouri for help in obtaining a CG-10A contract.

Senator Truman was head of the "Truman Committee" investigating defense spending. The revelation to Senator Truman of the CG-10A glider in contrast with the XCG-16 glider caused Truman to arrange a meeting between Laister and General Arnold. The revelation also was instrumental to the cancellation of a 1,000 article CG-16 contract which had been let just a few days earlier. After WWII ended, General Arnold's office filed "suspicion of fraud" charges against the Laister-Kauffmann Company. The filing of suspicion of fraud charges by the Army did NOT require details or factual information. After almost two and one half years of legal wrangling, the court declared there was no proof of fraud but, by then, the L-K company was bankrupt.

Lew Stowe, a civilian engineer in the Glider Branch, was greatly impressed by the large clam shell door design and the built-in rear loading ramp of the CG-10A glider. The idea of unloading larger cargo items in flight was taking shape. By 1946 Stowe worked up a door design which hinged horizontally rather than vertically and was integral to the fuselage of the ship. The upper half swung inward and up, out of the way, inside the fuselage. The lower half of the door swung down and outward and became the loading ramp.

This design was denied by the structural and aerodynamics engineers at Wright Field. For several months, they even denied wind tunnel time for testing the models. The aerodynamics engineers insisted the upswept rear fuselage and high tail would cause air separation. The structural engineers insisted the fuselage would collapse inward when the doors

were opened in-flight. Finally, the aerodynamics engineers consented to allow wind tunnel time to test the models. The results were as Stowe had predicted.

Wind tunnel instruments indicated there was no air separation. The instruments also indicated that the pressure on the fuselage with the door open was not great enough to collapse the fuselage. The engineers were sure the wind tunnel instruments had failed, so they changed them. The second tests produced exactly the same results. The G-18 was the first glider with these doors and the second was the G-20. These gliders, respectively, became the C-122 and C-123 cargo aircraft. They did not collapse and they did not have air separation. These aircraft designs were followed by the C-130 and C-141 and today the huge C-17. All these aircraft have the Lew Stowe door design created in the Glider Branch for unloading IN-FLIGHT or on the ground.

Without the Wisconsin lumber and plywood industry the glider program may not have survived the 1942-45 period. The lowly Glider Branch would not have been able to teach the Air Force how to unload cargo aircraft in-flight from the rear of the aircraft rather than kicking the cargo out the side door.

The C-17 cargo aircraft is assembled at the Boeing factory at Long Beach, California. August 9, the factory sponsored a tour and luncheon honoring 93 year old Jack Laister for his contribution to the modern aircraft industry -- the first rear loading U.S. aircraft with a built in loading ramp. Laister grew up in Wyandotte, MI and graduated from Theodore Roosevelt High School and the Lawrence Institute of Technology in Detroit.

Laister and his high school friend, Emerson Mehlhose, became involved in building gliders because their shop teacher, Mr. Jones started a model airplane and glider club and encouraged the boys to build their own primary glider. Emerson was an excellent glider pilot and set altitude and distance soaring glider records in the 1930's and won the Bendix Glider Trophy. Although he was not involved with the glider program during WWII, Emerson had a great influence on Laister. Laister's first glider was built in the basement of the Mehlhose home. This group of boys were known as the Jones Boys.

Emerson will be 94 this year and loves to tell stories. He kept his glider on Grosse Ile (an island in the Detroit River near Wyandotte). Emerson used his older brother's, early 1920's, red

painted, "chopped" top, 4 door sedan to drive to the island. One Saturday afternoon in 1932, at the age of nineteen, he was alone at the field, working on his glider in the hangar. A red airplane landed and taxied up to the hangar. The pilot got out of the aircraft and came to Emerson to ask how to get to Detroit.

Emerson said there was a bus that would run into Wyandotte where another bus or the train would then go to Detroit. However, it was Saturday and the bus was never on time and was very sporadic on Saturdays. Emerson pointed and said, "That is my red car over there and I am leaving pretty soon. I will drive you into Wyandotte." The pilot, with hands on hips, looked at Emerson, looked at the car, looked at Emerson, and said, "I think I'll wait for the bus." The pilot was Amelia Earhart!

After 1945, several of the people from the Glider Branch moved on to join the quest to break the sound barrier. Some of them went to NASA. Today, most of the men who were involved in the Glider Branch at Wright Field, CCAAF and the Pentagon are gone. The use of gliders in combat by the military ended in 1948 and Glider Branch Engineering at Wright Field was closed in 1952. However, the generally unknown influence of the glider program is carried on today in rear loading Cargo aircraft such as the C-17.

Author's note

Thanks to Sara for developing the wonderful visual exhibit of Wisconsin's Flying Trees. It not only illustrates the Wisconsin Forest Industry contribution to WWII, it will present the WWII glider program to thousands today who have no idea such aircraft ever existed.

Abbreviations:
CCAAF is Clinton County Army Air Field.
USAAC is United States Army Air Corps
USAAF is United States Army Air Force

Skidders I Have Known

By Mike Monte

Growing up in northern Wisconsin, I was able to experience firsthand, the technological revolution in the logging industry that started in the 1960's. While the horse was still the preferred skidding implement by most loggers, the winds of change were turning many loggers to machinery.

Crawler tractors had been used in the woods since the 1920's, but usually for skidding big logs or pulling sleighs to mills or log landings next to rail sidings. In fact, when I started logging in the mid 1960's, many timber sales were "pulpwood optional," meaning you cut the logs, usually hardwood, and could take or leave the far-less-profitable pulpwood found in the tops. The hardwood pulp market just wasn't available, except at a couple of very low-paying mills. This meant crawler tractors were still viable as a skidding machine.

Many of the first crawlers used for skidding were equipped with home-made tong racks and a multiple high-hitch with chains fastening the skidding tongs, usually four or five, to the hitch. The tong rack had cradles to hold the tongs and keep them from dragging and getting caught in tracks when traveling empty.

Caterpillar D2's and International Harvester TD6's were common crawlers found in the woods, many not equipped with a blade. When the more nimble Case 310 came out, some logging outfits upgraded. Many logs were put roadside with this method, but it took a skilled and patient man to operate these crawlers. The tongs had to be made correctly, or they didn't stick in the logs. The problem came when stopping to hook another log that was crawling off the machine, filling your tongs, only to have one of the first logs hooked drop off when you headed for the landing. This could happen frequently when the timber was frozen. Unlike a winch and chokers, you could not re-hook by stopping and pulling out your mainline. The tongs were hooked by chains that were only so long, and the operator was usually too far from the log to re-hook.

In the early 1960s, John Deere (JD) came out with their 1010 model, followed by the JD 350, in 1965. These were quick and responsive little machines used for skidding with a winch

and later, a hydraulic loader. While they might not have been the most powerful machine in the woods, they made up for it by being nimble. Many wood roads were built by the same machine used for skidding.

The former horse jockey had a lot to learn. My dad, the mechanic, used to say they were using space age machinery, but they were stone-age operators. One incident that stays in my memory is of a logger named Manny, who graduated from a worn-out D2 to a JD 350. The 350 was much quicker than the old D2, and like a lot of operators, Manny drove through the woods too fast. He came in Dad's garage and reported he had run himself over with his new 350. Dad shook his head and told Manny he would be dead if that had happened, but Manny said it did, and raised his t-shirt to show a perfect imprint of the cleats and pad bolts in his back. He said he was going really fast and when he went over a hump, he was pitched from the seat right over the front of the machine. Fortunately, he fell in a hole and the crawler went over him leaving only the marks in his back.

Crawler tractors equipped with a winch were handy machines to use. It was relatively easy to climb off of and on to hook chokers, and when dealing with high value products like sawlogs and veneer, they were profitable. However, when it came to the marginally profitable pulpwood, the track and undercarriage wear eliminated much of the earning capabilities. It was the old story. Just when things were looking up, and it looked like the braces on the kid's teeth were possible, the idlers, sprockets and tracks had to be replaced.

The next big step with crawlers was the Gafner loader. They put some of the profit back in pulpwood, but for larger logs, the small, back-heavy tractor was not the answer. However, most loggers, spent most of their working days cutting pulpwood, so in the lake states, a "cat and loader," as they came to be called, worked well. Many loggers, in the 1960's, retired their horses and bought a JD 1010 or 350 with a Gafner loader mounted on the back. In fact, Bud Ison, the John Deere dealer in Monico, Wisconsin, used to routinely take horses in trade for crawlers with Gafner loaders. A pasture behind his dealership usually had a horse or two taken in trade, and there were enough loggers still using horses that Ison was able to sell these animals too.

My first experience with Gafner loaders came when I was in high school. Roman Roberts was jobbing on Consolidated Paper land east of Argonne, Wisconsin, where my father

had his repair shop. Roberts found a prototype Gafner loader that had seen better days. He wanted to try the new system without going into debt. He was already using an old American tractor to skid pulpwood, and he hired dad to re-invent the worn-out loader. They mounted the loader on a steel dray, and Roberts had to dismount the tractor to run the loader. Later, they ran hydraulic lines to the controls mounted on the crawler. They reworked the swing and put pound after pound of welding rod on the loader as parts of it let go. After a certain amount of misery and learning, Roberts purchased a new 1010 John Deere and a new Gafner, satisfied that this was the future of logging.

In spite of the chance to purchase a Gafner loader, many loggers opted for a crawler and steel dray they loaded by hand. A dray, for those readers who have not had the pleasure of working with one, was simply two runners connected by bunks that held the logs or pulpwood. The runners were made of steel tubes, usually some scrap metal, and the bunks were made from tubes or any other iron easily available.

As a youngster in dad's garage, I often had the job of welding sleigh shoe on the bottoms of the runners. The sleigh shoe was very hard, high-carbon steel used on the bottoms of the old log sleighs that were used up through the 1930's. The runners were usually rotted off, but I often had to remove some of the old wooden runners before welding it to the bottom of the metal dray. This hard steel prevented the softer tube from wearing out in a few months.

I had the 'pleasure' of working with a dray and crawler several times when I was younger, and it was a back-breaking way to skid pulpwood. The bunks of the dray had stake pockets and wooden stakes were usually cut at the job site, long enough to give a payload of one cord. Heavy sticks were loaded on the bottom and the lighter stuff used to top off the load. The stakes were pulled out when you started the load, so the heavy stuff did not have to be lifted over the stakes. If you had bigger wood and not many small sticks, you lifted better than half the load over the four-foot stakes, and along with the height of the dray, you had a five-foot or better lift, and higher if you happened to be standing in a hole and your partner on a hump. It was, as they say, "All bull-work and awkwardness." The process, of course, was reversed on the landing.

One of the experiences I remember well from my youth was skidding balsam pulpwood over school Christmas vacation in the 1960s. Maurice Roberts was a logger from my little

hometown of Argonne, Wisconsin. Maurice was well into his 60s, and had traded his old Cat D2 for a JD 350. We used the steel dray and put 16 to 20 cords a day on the road. Maurice never seemed to tire and my young butt drug the ground every day. He did, however, ask me if I wanted to drive the 350, and I jumped at the chance to run the machinery. Maurice rode the back of the dray runner while I climbed on and off the crawler for each bunch of pulpwood, about six to ten times each load. He did not work in the woods long without learning a few tricks. Maurice never did mount a loader on his crawler, and worked till retirement with this system. Gafner's tractor mounted loader could be seen in the woods for many years, but eventually, the track and undercarriage wear plus the need for greater production generated their downfall.

Rubber-tired skidders made their appearance in the lake states in the early 1960s, and they were cable skidders. My first true experience was with a cable skidder. I was flat broke and tired of college, so I decided to quit in January and make some money in the woods. Bill Bonack, from Hiles, Wisconsin, was a logger and a customer of my father's, and he needed somebody to run a tree farmer cable skidder. There was no point in looking for an operator with experience, because hardly anybody had run these contraptions. So I was hired. The snow was axle-deep to a ferris wheel. Loggers joked about carrying their snoose in their hard hat, because it got wet in their shirt pocket. It must have been difficult to find a machine that had only been introduced a few years earlier that was worn out, but Bonack did it. He bought a used machine to produce a product without a great deal of profit margin, as has often been the case in the logging business.

To be fair, early skidding machines could have been labeled experimental. Designers had no previous experience to go by and probably did the best they could. Those first Tree Farmers were steered with a tiller. This was no problem unless you were running it down a road in high gear. If you dared to look back, your tracks looked like two snakes had crawled down the road. There was a single stage hydraulic pump that was low capacity, and if you were steering, you couldn't use the blade. Neither differential had positive traction, so one wheel could spin on each end of the machine. The engine was an English Ford, four-cylinder diesel that only had three main bearings. To blow a crankshaft while idling back in the woods was not uncommon

and I did it. Fortunately, many of the defunct mines in the nearby Upper Peninsula of Michigan used this weak engine, and Bonack made sure he had extras.

In those days, we had a propane heater hooked into the skidder's cooling system. It was left burning all night, and, sometimes, when we got to the job, the motor was warm and would start. If the wind blew the flame out, it was at least an hour's wait until it heated the anti-freeze. The seat was like a camp stool, it had no back that I remember, but I do remember the crack in the plastic on the front of the seat. If you weren't careful, it had a habit of grabbing a very tender part of your anatomy. It hurt, but it hurt worse when you disengaged yourself.

In spite of the primitive nature of this early machine, we got a decent amount of logs on the road. We did not cut the hardwood pulp. In the deep snow, horses would have foundered, and production would have been considerably less. It was a good experience spending the winter on the Farmer. We learned to make do. I made some tire chains out of scrap pieces of chain under the workbench, and by pulling them through the wheel and fastening them with a hard bolt and two nuts, we got by. We also learned to run some trails around the job with the skidder empty. This made it easier for the cutter, and the skidder worked better on the frozen trail. Obviously, the people at Tree Farmer learned from the gripes of the loggers and made a very dependable, hard-working machine as the years passed by.

And the years did pass. I found myself trying to be an independent logger. I had timber to cut, but no skidder and no money to buy one. I found a JD 1010 that was in pieces, and it had an early Gafner loader mounted on its tail. The old crawler had to be repaired before it could be used, so I planned my attack on the banker. I explained that even though I did not have a down payment, I did have the skill to fix the machine and that should be worth something. I explained that the parts I had to buy would take the place of cash up front. Then I threw in a lot of terms for the parts and repairs that I would have to purchase. The more I talked the more distressed and confused he looked. Finally, he said to shut up, the three thousand dollars would be put in my checking account, and he told me he had not understood a damn thing I had said. In the end, he was willing to give me the money if I would just go away, which sounded good to me.

I put about a thousand cords on the road with that old crawler. The engine was weak and the tracks were worn out. We drove over the now defunct Soo Line railroad tracks to get to the

job, and the section crew had buckets of track bolts setting by their storage shed. I found that a track bolt would fit through the rails with plenty of threads left to put on the nut, so I kept several of them handy at all times. If those missing track bolts were the straw that broke the camels back for the Soo Line, they have my apologies.

The recession of 1975 took me out of the logging business for a couple of years and I once again became an employee, and I spent time learning to run a Gafner Iron Mule. I found, when one used the model with the automatic transmission, they had better overfill the transmission case. The Gafner had a tendency to starve the torque converter on a steep hill, and it was quite a ride to the bottom when the skidder became free-wheeling. The Forest Service seemed to be more than a little upset about the bark knocked off of the trees too.

My next equipment purchase was an International T-500 skidder. You do not see many of these around anymore. They were made from a 500 crawler tractor. The entire undercarriage and track assembly was replaced with big, grooved rubber tires on the back end instead of sprockets. Two more wheels on each side worked on a bogey system, which is a rotating arm with a wheel on each end. A special steel track was stretched over the wheels, and the grooved rear tire drove the track.

The advantage over a regular crawler was that the track was not rigid, if you drove over a stump, the bogey changed position and the track draped itself over the stump. These machines had terrific traction, and I never was able to stick my T-500 in any mudhole. I often thought that if water was the consistency of molasses, you could drive it over a lake in summer. Unfortunately, like many older machines, it could not compete in the marketplace on a day-to-day basis.

My next machine was a JD 440A. Unlike other skidders, this machine should still be built. It was a nimble, quick and an easy skidder to run. They lasted forever. Of course, when I bought mine, the engine was weak, the clutch was slipping and the winch needed rebuilding. The wiring harness had a habit of shorting out and causing a fire. But, the machine was workable, and I was able to make money with it and fix it up as I went. The financing was right too. Dan Ort, from Monico, Wisconsin, traded me the old 440 for $10,000 worth of hardwood pulp. Whenever I could spare a few loads without starving myself too bad, I had him put a few

loads in his name. We overhauled the engine, put in a new clutch disc, pressure plate and flywheel. We also installed a new wiring harness and rebuilt the winch. I ran this machine for most of eleven years I owned it. Luke Flannery, who has sold John Deere equipment for over 35 years, said they made the 440A's and 440B's too damn good, they never seemed to wear out. Very few loggers would part with them. I too had an attachment to the old yellow skidder and felt terrible selling it when I quit logging for the newspaper business.

Anybody who has worked in the woods since machinery replaced horses can tell a multitude of stories about people running junk machinery to get wood to the market. It seems that when the urge to log hits a man, he can't help himself. I will always remember a friend who was down on his luck. He had a bunch of hungry kids. While he didn't have the money to get a skidder, he did have some timber and a new IH four-wheel drive pickup truck. You guessed it. He hooked chains to the back of the pickup and started skidding. Before long, you could not tell what kind of truck he was driving because of the dents, but IH trucks were not very expensive back then and they rusted out pretty quick anyway. He got his wood to the road and was able to buy a skidder and logged merrily away until retirement.

Loggers have always been inventive, trying to modify an existing machine to do another function or an added function. In the 1970's, I was at an equipment auction, when I saw my former employer and friend, Dan Ort, talking to another gentleman by an early Pettibone skidder, so I walked over to get in on the conversation. The Pettibone had a Prentice F series loader mounted on the back, just ahead of the winch. Everything was well worn.

The idea was to cable skid the timber pole-length, cut it up on the landing and pile and sort the wood with the Prentice Log Loader. The make-shift machine sent shudders up my spine. I could imagine what a cumbersome thing this was to operate, with the loader flopping back and forth as it traveled through the woods. The other fellow told Dan that the cobbled up machine belonged to a guy who had killed his wife and was now doing a life sentence in prison. Dan said he could see how it happened, "After spending the day trying to make a living with this junk, all she would have to do is say just one word."

When I quit logging I was running a Tree Farmer forwarder with a Deutz diesel that would start on the coldest day with a little coaxing. The cab was heated and I worked in my

shirtsleeves in subzero weather. It hardly ever broke down, and I think I actually got a little bored without the challenge of making a nothing machine do something. When you younger guys are getting in your air-conditioned, Dolby stereo equipped machinery, give a little hats-off to the loggers who went before you and helped develop the equipment you have now. It was a hard way to make a living, but it sure as hell was fun.

Wisconsin Flying Trees: Wisconsin Plywood Industry's Contribution to WWII

By Sara Connor

Introduction

"*Wisconsin Flying Trees: Wisconsin Plywood Industry's Contribution to WWII*" is a story of the people of Wisconsin, who rose to the challenges of war. Men and women served their country in civilian and military service. Without their contributions, Germany and the Axis would have dominated the world, millions more people would have lost their lives, and freedom would have been lost.

Within this story is also a story of geniuses like Sir Geoffrey De Havilland, Henry Kaiser, and in the post-war - Howard Hughes. Creativity, rivalry, and industry roe out of the ashes of the Great Depression to save the country in the face of an enemy threatening to dominate the world.

Background

War brought technological advantages and World War II brought revolutionary changes to the forest products industry. Learning lessons from WWI aircraft development, the plywood industry raced to meet new war challenges. WWII aircraft would be made of wood and metal. Ironically, the lack of metal resources and simultaneously the surplus of wood and woodworkers resulted in wooden aircraft that would change military warfare. The wooden gliders would be used for assault. The DeHavilland Mosquito, known as the "Wooden Wonder" would be the fastest aircraft of the war and strategically become the small bomber and fast fighter. The post-war "Spruce Goose," made of Wisconsin yellow birch plywood was a precursor of today's transport aircraft.

In addition, Wisconsin's U.S. Forest Products Laboratory's "main concern was 'teaching wood to fight.'"[1] In an effort to perfect waterproof plywood glue, chemists with new ideas raced

to the U.S. Patent Office to record their latest findings. The creation of particle board and paper laminates, the precursors for plastics and fiberglass, evolved into today's full blown industries. Cold molding of plywood, infrared lighting, and hot presses improved the plywood manufacturing process.

Indispensable for the war effort, the revolutionary plywood manufacturing processes created new products. Wisconsin's plywood industry also manufactured invasion gliders, generating thousands of gliders made from Wisconsin plywood, a revolutionary change in battle techniques. More than"25,000 trainer aircraft and gliders were made of wood and plywood," during WWII.

In WWII, the A-Frame Loader was, perhaps, the lone remnant from WWI. It would be used in the Pacific islands to unload ships. Liberty Ships would carry thousands of tons of cargo. Each Liberty Ship required 700,000 board feet for construction with "staging, scaffolding, and shipway."[2] For the war effort, Wisconsin's forests would cover the Allied sky with aircraft. Under the U.S. and British Lend-Lease Program, Liberty Ships would not only carry Wisconsin veneer and plywood for the British DeHavilland Mosquito, Avro Anson, and Gloster aircraft to England, but the ships themselves would have Wisconsin's Roddis Plywood and Veneer Company fireproof doors. These products meant stronger, faster, and invasion aircraft to defeat the enemy. The Allies would regain air superiority, and prevail.

New aircraft would be developed and ideas for transport aircraft would result in the post-war "Spruce Goose." Henry Kaiser, the creator of Liberty Ships, would come to Wisconsin again. He had come for yellow birch for the waterproof Liberty Ship doors. His idea for the "Spruce Goose" would mean that yellow birch, Wisconsin's plywood, would be the plywood for the largest transport plane ever developed.

The Beginning of the Timeline

During WWI, the Roddis Plywood and Veneer Company made veneer for WWI aircraft. The U.S. Forest Products Laboratory would continually assist the plywood industry in aircraft plywood development.

The German Influence

After WWI, Roddis Plywood and Veneer Company returned to making doors for commercial and residential buildings. Despite the onset of the Great Depression, the plywood industry underwent monumental technological changes. The changes would begin with German innovation. In 1931, a man with a black top hat and silver tipped cane would arrive in Marshfield, Wisconsin from Krefeld, Germany. Baron von Maltitz would meet with Hamilton Roddis and his son, William H. Roddis II at the Hotel Charles under an umbrella on a hot summer day. Hamilton Roddis, like his father, admired German ingenuity. William H. Roddis II told the story of Baron von Maltitz visiting Marshfield, Wisconsin, in the early 1930's to sell Hamilton Roddis the waterproof glue and hot-platen press. He said that the Baron was impressive. He wore a black top hat and had a cape. "My father and I met him at the Hotel Charles in Marshfield for lunch," Roddis said. "It was a hot summer day and we sat outside at an umbrella table. What sold the idea to my father was the waterproof glue. This had not been possible up to that point."[3] The promise of waterproof plywood glue and a new manufacturing method with longer 16 inch plywood presses was the impetus for the meeting. That sale put Roddis Plywood and Veneer Company in the forefront of plywood manufacturing for plywood quality, and eventually waterproof aircraft plywood war production during WWII.

I contacted Siempelkamp in Kresfeld, Germany, the company that Baron von Maltitz had represented, they had developed the "tego" film glue and hot-presses for the plywood in the early 1930s. The German Public Relations and Marketing Director was very direct with their American counterpart, "Tell the woman that her grandfather's plywood sent to England for the Mosquito Bombers, bombed our archives and we have no photos before 1945." Siempelkamp was intrigued that I had a photo of the "Men in the Glue Department – 1939" with a large Siempelkamp sign in the background. The Roddis men were even identified. Graciously, Siempelkamp sent the following information in German, translated by Uta Patterson in their American office:

> The development of glues for the plywood production basically took place in two stages. In about 1890, casein glues were introduced. This type of glue was the first glue that was a reasonably water proofed glue. Up to the introduction of casein glue, blood albumin glues and glues made of bone were used. In the 1930's, so called Kaurit glues (urea-formaldehyde resins) and resole glues (alkaline hardening phenolic resins) were introduced.

The latter two glues, in addition to Melamine based and isocyanates based glues, have been the foundation for the manufacturing of plywood and wood-based products into our days.[4]

Siempelkamp's summary adds interest to their story of developing the hydraulic hot platen press.[5] In the early 1900's, Siempelkamp had produced the "cold presses for gluing of wood strips or veneers...the glues used needed a long curing time, sometimes up to three or four hours."[6] Siempelkamp credited IG Farben with the invention of casein glue –the dairy based glue. The invention of the "tego" glue cut the curing time down to ten to fifteen minutes, and also necessitated the application of "heat during the pressing cycle."[7] Later, with the development of urea-formadehyde resins, Siempelkamp credited Bayer-Werke of Uerdingen, Germany, with the invention of the resin. "...My father introduced the first hot-platen presses in the U.S.A.," Dieter Siempelkamp claimed. "However, the new resin was not yet known there. America did not have, as yet, the urea-formaldehyde resins or hot-platen presses. One of the first presses delivered in the USA in 1931, was still operating in 1983," he said.[8] The press operated until 1986, at Roddis/Weyerhaeuser.

By the late 1930s, casein glue was obsolete. Hot presses became the industry standard with phenol – aldehydes. Larry Ottinger had left the U.S. Forest Products Laboratory to form the U.S. Plywood Corporation. With large plywood orders, he formed a partnership with Algoma Lumber and the Roddis Plywood and Veneer Corporation. By 1939, the three companies controlled 60% of the plywood market in the United States.

In 1939, war had begun in Europe. Sir Geoffrey Dehavilland, who would be knighted after the war for his efforts, was developing the Mosquito bomber. The glues from Germany were being used in aircraft development. In the U.S., Dr. James A. Nevin, an Irish immigrant, was Harbor Plywood of Hoquiam, Washington's top chemist and head of research. Dr. Nevin developed the phenolic resins in 1937. To celebrate, Harbor Plywood constructed a boat and floated it down the Colorado River to prove the plywood was waterproof. "Harbor's development provided the greatest single advancement in the plywood industry since...1905."[9]

George R. Meyercord, in a speech in 1940, concurred. Discussing phenolic resins, he said, "The use of resin in bonding plywood has greatly enlarged the field of usefulness of plywood, because the bonding material is so excellent."[10] Irving Laucks, Dr. Nevin's rival retired in 1942. Dr. Nevin's ceaseless work ethic caught up to him. He retired in 1940 and died of cancer in 1943. Dr. Nevin's phenol – aldehydes were now spreading throughout the industry.

In a U.S. Forest Products Laboratory study, the supplier of the plywood with "melamine and resorcinol" was the Roddis Plywood and Veneer Company in Marshfield, Wisconsin. During this time period two young chemists, Joe Schumann, who had worked at U.S. Plywood, and Ken Rapala, a graduate of the Institute of Paper Chemistry changed the Roddis glue from the Siempelkamp Tego film phenolic glue to the phenol-formaldehyde.[11]

The important changes in the glues for plywood cannot be understated. Wings were falling off the aircraft. Fuselages were falling apart. When the war began in the pacific, the tropical temperatures curdled the dairy based glues like cheese. America finally met the challenges. Waterproof glue was a revolutionary development.

Gliders

Northwestern Aeronautical Corporation

The Great Depression had wreaked havoc on the worldwide economy. The aircraft industry was no exception. In 1937, John E. Parker surveyed the wreckage. John E. Parker, President of Northwestern Aeronautical Corporation, was a financier. His firm of Auchincloss, Parker, and Redpath had taken an early interest in American aviation firms. He financed Cessna, Bell, Beech, Piper, and Northwestern Airlines. An Annapolis graduate and with a military background, Parker had received a government contract to manufacture experimental gliders and CG-4A WACO gliders. As a co-founder of Northwest Airlines and member of the first Board of Directors, he drew heavily on NWA for personnel, engineering expertise, and a manufacturing facility. The plywood for the glider wings would come from Wisconsin's Roddis Plywood and Veneer Company, Marshfield. Pieces of the glider wings are part of the exhibit.

In the United States, the paper laminates took on "plastic' characteristics. Paper laminate products were called "Dura Beauty" by Consolidated Water & Power Company in Wisconsin Rapids, Wisconsin. Developed by G.W. Mead and Dickerson, the product became the new "Formica," manufactured by Consolweld, a subsidiary of Consolidated Water & Power Company. While it was George Mead's grandfather who developed the "Dura Beauty" process, George Mead recently said, "It was really the U.S. Forest Product Laboratory that developed the paper laminate and assisted us with developing the process."[12] The *History of the Forest Products Laboratory* confirms Mr. Mead's comments:

> One of the most promising Forest Products Laboratory wartime developments in the general field of plastics was a paper-base laminated plastic known as 'papreg.' This material, prepared by impregnating special paper with phenolic resins followed by the molding of the paper sheets into a laminated plastic, drew the interest of paper manufacturers and aircraft manufacturers because it was found to be half as heavy as aluminum and yet capable of developing a tensile strength of 35,000 to 50,000 pounds per square inch, this was comparable to that of certain aluminum alloys on a relative weight basis. Besides its high tensile strength, papreg proved to have exceptional dimensional stability, low abrasiveness, and high-impact resistance.

Late in 1942, FPL data on papreg were supplied to some twenty companies who had indicated an intention to develop the material commercially. By the end of 1943, a number of these companies were producing papreg materials in quantities worth three million dollars[1]

During WWII, the "papreg" was supplied by Consolidated Water & Power Company in Wisconsin Rapids for over 156 glider floors for Northwestern Aeronautical Corporation, Minneapolis/St. Paul. "Papreg" came from Consolidated Water & Power Company, later renamed Consolidated Paper Company. Central Wisconsin dominated the manufacturing process. [14]

The key to the "paper floors" for gliders was the "high impact resistance." Glider survivability was limited. The average time of survivability of the glider pilot was seventeen seconds. They called the release time to the ground "available air time." Incredibly, Frank Parzatka of Armstrong Creek, Wisconsin, survived four glider invasions as an 82nd Airborne "glider rider." He was involved in Operation Market Garden, the Battle of Bastogne, a drop behind German enemy lines, and the Normandy Invasion. In his 80s now, Mr. Parzatka said, "I

was young and just did my duty." Les Schwarm, of Wausau, also an 82nd Airborne "glider rider" is in Holland for his 62nd Reunion of the Battle of the Bulge. "I always sat in the 13th seat next to the door," he said. "They said that the Germans were not very good shots as the glider landed and if you were the first out, you would not get hit, so I sat in the seat next to the door." The Battle of the Bulge was the greatest capture of Allied forces during the war.

Northwestern Aeronautical Corporation was not the only company with a glider contract from the War Production Board. There were fifteen companies involved in glider production.

Steinway & Sons

Steinway & Sons in New York, a piano manufacturer, was a natural outgrowth for glider parts with skilled woodworkers. No one debated their skilled craftsmen abilities. During WWII, they manufactured glider parts as a sub-contractor to General Aircraft Corporation. With extra production capacity available, Steinway also supplied parts to Pratt-Read Company. Ordering veneer and plywood from May to August of 1943, Steinway paid Roddis Lumber and Veneer Company $16,773.16. In today's dollars, that is over $200,000. One purchase order, shipped to Steinway in Long Island, dated May 6, 1943 for 9,625 feet.[15]

Steinway also made the Griswold nose. Interestingly, Steinway had their own patents for tools developed to assist with making gliders, as well as patents for plywood glue. Mr. Steinway said, "This was the first use of women in the factory."[16] Steinway would only make two pianos during the war. One was made in their German factory. Interestingly, Steinway did not get the contract in Germany from the Fuhr. Hitler thought that Steinway was Jewish. He was not. The other piano was made for the U.S. Army to entertain the troops.

Pratt-Read Company

Steinway & Sons supplied another piano parts manufacturer located in Deep River, Connecticut. Pratt-Read Company's logo was an elephant with tusks. The elephant tusks represented the supply of ivory used in piano keyboards. The company made keyboard actions and combs out of ivory. Pratt also invented the comb lathe. Pratt-Read, too, had skilled wood workers. In 2003, a supply of Roddis glider panels was found at "The Stone House" Historical

Society in Deep River, Connecticut. This mahogany panel is on loan from the Deep River Historical Society, replete with the Roddis manufacturing stamp. When William H. Roddis II was asked why this was not yellow birch, but mahogany, he said, "The mahogany was in plentiful supply during the war."[17]

Cessna Aircraft Company

The Cessna Aircraft Company also had a contract for gliders during WWII. While the Great Depression had almost bankrupted them, they received a contract from Canada, which saved them from financial ruin, to manufacture trainer aircraft. They made over 15,000 "Cranes." In the U.S., these were called "Bobcats." Roddis supplied not only plywood for the Cessna gliders – actually subcontracted to Boeing – but also the plywood for the Bobcats. The Bobcat was the twin –engine airplane in which pilots were trained to transition to bomber aircraft.

Mosquito

Geoffrey DeHavilland, an engineering genius, had started building airplanes as a young man in 1907. By WWI, he was an expert in aviation. By 1939, he had built his Comet, which won the 11,000 mile MacRobertson England to Australia air race with a record speed of seventeen hours. His "Comet" would be re-designed to become the Mosquito. It would be the fastest airplane of WWII at 450 mph. It carried enormous bomb loads of up to 10,000 pounds. The Mosquito provided tactical support as Pathfinders, bomb enemy targets, and as Nightfighters shooting down German Junkers trying to bomb England. Most significantly, the Mosquito raids on Amien released French underground prisoners. Another Gestapo Headquarters raid reduced to ashes the lists of German Jews scheduled for transport to concentration camps. Gestapo raids were a favorite as the Mosquito squadrons bombed a headquarters that also contained the lists of underground resistance fighters. Goering became extremely frustrated as the Mosquito bombers reached Berlin, especially after he had said that would never happen.

The Mosquito was versatile, quick, and efficient. The yellow birch came from Wisconsin forests, particularly Vilas and Price Counties. In Vilas County, Roddis had purchased the Trostel Estate. The veneer and plywood were sent to England in crates built by the Phillips Flooring and Veneer Company in Mellen. Mr. Peterson wrote to his daughter, stating the pay for the work was $.35 per hour.[18] The Lullaby/Oshkosh PLUSWOOD/Butternut Veneer conglomerate in Stevens Point, Wisconsin, provided the "plywood for one of three Mosquitoes."[19] The Roddis Plywood and Veneer Company in Marshfield, Wisconsin, provided the other 60%. Dehavilland sent representatives to Wisconsin to visit these companies that supplied them with veneer and plywood. Roddis supplied veneer and plywood to DeHavilland outside of Toronto. Later, when Queen Elizabeth came to Canada for her first official visit and recognized the contribution Canada had made towards the war effort, she recognized the Roddis Company for its war efforts.

Sir Geoffrey DeHavilland's wooden airplane had taken form in a barn at Salisbury Hall. The bureaucracy insisted that a wooden airplane could not fly. It could not have the flight characteristics needed for a sustainable war effort. The Air Ministry was convinced that metal airplanes were the only viable option. They dubbed the Air Minister's support of DeHavilland's project, "Freeman's' Folly."

The Air Ministry would reconsider their own folly and turn to DeHavilland and his genius for support. By then, he had already designed and had a Mosquito prototype ready for demonstration. The "Wooden Wonder" wowed the viewers with its capabilities. No airplane had been as fast or could fly single-engine. "It was a pilot's dream to fly the Mosquito really," Eric Loveland, a RAF Mosquito pilot said. "I did the demonstrations to the new recruits to show them that even if they lost an engine, the Mosquito would still be able to carry on. It was easy really, but they thought it was amazing." No other airplane had the quick turning radius or could out run the enemy. Loveland also shared his thoughts about the D-Day Invasion. "Our job was to provide aircraft cover during the invasion," he said. "Fortunately, we did not run into any opposition. However, the memory of seeing the waves of gliders coming over the beaches was unforgettable. We knew it was a one-way trip for them."[20] DeHavilland developed an even faster airplane at the end of the war, the Hornet. A Mosquito derivative, the Hornet had counter-

rotating propellers. Loveland would train pilots to fly a Hornet formation over Buckingham Palace on V-E Day.

Britain did not have the metal for airplanes, but it did have cabinet and woodworkers. Britain did not have enough plywood, so they built the Mosquitoes with imported Wisconsin plywood. The plywood had been originally sent over as "cabinet material." Under the Lend-Lease Program, only so much could be sent as war material. The British were desperate for wood resources and supplies.

DeHavilland used the "Duramold" Process. It was already well established. Today, we know it as cold molding. DeHavilland's genius was seen in the Mosquito construction. The Mosquito used "egg-carton" process and cold-molding. The Mosquito was joined together at the center seam. The two halves allowed easy access for wiring and control cables during the aircraft construction process. The thin plywood was molded around a form. The "face grain" of the plywood was "longitudinal to the axis of the plane." Cross- banded for extra strength, the thickness was 5/8 inch.[21] While the fuselage would be 5/8 inch, the wing plies would be even thinner. The Mosquito wings were 3 ply.

The Mosquito had the highest return rate from bombing missions than any other airplane in the war. It also had a wing strength that 700 men could stand on each wing. The British would re- dominate the sky and conquer the enemy with the "Made in Wisconsin" Mosquito. The British owed a huge debt of gratitude to Sir Geoffrey DeHavilland.

Women on the Homefront

In U.S. history, plywood production workers are the unsung heroes. Many of whom were women who joined some of the millions of women who went to work in the factories while their brothers, fathers, or sons went to war. The women endured hardships of their own and have their own stories to tell. Many women took over the jobs in the woods as they became "Lumberjills." Whether sawyers, "River rats," or in England's 4,900, "Women's Land Army Timber Corp," women worked hard to fulfill the lumber requirements of the war effort.[22]

In the plywood industry, ironing the veneer in a horse barn second floor is just one story. The barn housed horses on the first floor. The horses were used to move logs in the log yard. The second floor was where women toiled using heavy irons to glue the seams of the veneer. Colleen Holleran Ziegahn Austin, whose father, Mickey, worked at Roddis Plywood and Veneer Company, worked in the barn for three days and moved into the office. "It was meticulous work and I just did not have the small motor skills required for that job," Austin said. "You ironed the seams of the thin panels. The glue was on the edge of the seam. When the panels were fused together, there was a girl on the other side of the long panel and we would lift it onto a cart. The long sheets were known to be provided for airplane wings. "[23]

The women were only allowed to work on shortened shift schedules to be home when their children returned from school or to send their children to school in the morning. Four-hour shifts were the longest on could work. "We worked 6 A.M. to 10 A.M., went home, and worked again from 2 P.M. to 6 P.M.," Marion Frederick Polivka said. "If you had a baby, you could only work a certain amount of time."[24]

Women were not expected to work after the men came home from the war. "There was an incident of the union capitalizing on women's future pensions," Verna Fohrman, said. "This was soon remedied by the National Labor Relations Board."[25] The war infrastructure would not have been possible without women in the workforce.
"We knew it [the plywood] was going for airplanes. It was not a secret," Fohrman said.[26]

The Genius of Henry Kaiser and Howard Hughes' Flying Boat, and the "Spruce Goose"

Howard Hughes realized the importance of the revolutionary cold molding technique which would reduce the plywood thickness and reduce the aircraft weight. The "Spruce Goose" would have veneer cut to 1/90th and dried to 1/ 100th. This veneer was cut by Herman Johnson at Roddis Plywood. Leroy Treutel of Stratford, who succeeded Johnson said, "Johnson told me when he trained me to cut it that thin. You either cut it or you don't.... It is so thin you can see your hand behind it." Also developed by FPL was "electrostatic glue-setting, a process in which high frequency electrical energy was used to affect the cure of synthetic resin adhesive by raising

the temperature of the glue."[27] By 1945, FPL had also created a new "glue spreader" which reduced the "squeeze-out."[28] These were used by the plywood industry by the time Howard Hughes ordered his yellow birch for the "Spruce Goose."

However, "the "Spruce Goose" was the idea of Henry Kaiser, a genius with a "can do" attitude. The British were in desperate need of ships, materiel, and supplies. Henry Kaiser, a genius with a 7th grade education and favorite slogans, like "Think Big," would become the "everyman" and "The Father of the Shipbuilding Industry." Having only visited a shipyard once in his life before he became a shipping magnate, he was undaunted by the job. He had, of course, already built the Hoover Dam, the Grand Coulee Dam, and the Oakland to San Francisco Bridge. Building ships in massive quantities did not seem to be a large task.

Henry Kaiser soon realized, as he spent $250,000 in phone calls per month and his peripatetic energies, that shipbuilding, heretofore, was inefficient, too labor intensive, and lacked basic raw materials. He would invent a new ship building process. He hired and trained laborers, who were scarce, on the job. When he ran out of steel for the ships and the government said none was available, Kaiser would not take no for an answer. He would just build the newest steel mill in California at Fontana. Using 700,000 board feet of lumber per ship, the result was the production of one Liberty Ship produced per month. This unheard of rate resulted in the production of 1,509 Kaiser Liberty Ships.

The doors for the Liberty Ships supplied to MacLea Lumber in Baltimore for the Fairchild Shipyard were made in Wisconsin by the Roddis Plywood and Veneer Company in Marshfield. They utilized the new techniques of laminating plywood to a mineral asbestos core for fire-proofing. The process had been developed by George Meyercord at Haskelite Corporation.[29] The mineral core was made of amorphous silicate, amesite asbestos, crysotlite asbestos, water, auto clave, and quick lime (eventually the asbestos would be replaced with a wood binder). The plywood was laminated with phenolic resins developed by the company's own chemists. Roddis received the "Victory Eagle Flag' for their incredible war production work.

For Henry Kaiser, a problem arose as 800,000 tons of materiel went to the bottom of the sea. The German submarines were sinking the Liberty Ships at an alarming rate. Henry Kaiser

was undaunted and creative. What if the materials were sent by air to England in a large transport aircraft? Henry Kaiser turned to the aviation genius, Howard Hughes. He also would return to Wisconsin and the Roddis Plywood and Veneer Company. The "News from Hughes" Public Relations summarized the project:

> Design proposals were submitted to the government in late summer of 1942 and on November 16, a contract was let by the Defense Plant Corporation, as the governmental agency, to design and construct airplanes....The original proposal called for a single hull flying boat of approximately 250,000 pounds. When the builders considered the airplane was to be designed around a sixty ton heavy tank, the present size gross weight of 400,000 pounds was established....Regular aircraft birch, purchased in the northern part of the middle west –Wisconsin and Michigan, was selected because of past experiments with other planes and the strength ratio...Hughes Aircraft Company secured the franchise to use the Duramold process of wood lamination...Extreme precaution had to be taken and maintained to prevent parts and assemblies from being affected by moisture and temperature changes...All birch parts are made from veneer varying from 1/64th to 1/8th inch thick and laminated together with glue...Birch billets for wing spars were 6x8x90...designed and built scarfing and cutters and presses....The building for construction covered eight acres and was built in two sections with a three story mezzanine equal to two large aircraft carriers. [30]

Henry Kaiser was told by the War Production Board to build three prototypes. By 1944, it was clear that not only was the aircraft enormous, but so were the production schedule demands.

> It seems that we were a little too hasty in calling our super-cargo flying boat the Hughes Hercules, so this name has been dropped for the designation, Hughes H-4, for the time being. The Kaiser-Hughes Corporation was dissolved in early spring of 1944. Mr.Kaiser became aware that mass production of these giant cargo planes was impractical so he retired from the project entirely at that time, since when a new corporation was formed and is known as the Hughes Aircraft Company.[31]

Henry Kaiser and Howard Hughes, two geniuses had dissolved their partnership. Howard Hughes, like the British genius, Sir Geoffrey DeHavilland, was criticized soundly in his efforts to build a wooden airplane. While Hughes utilized the cold molding process called Duramold, he had the benefit of DeHavilland's genius from DeHavilland's Mosquito. Hughes could also have learned from Dehavilland's experience with the bureaucracy. Nonetheless, it would be Howard Hughes, who would fly the plywood "Made in Wisconsin" "Spruce Goose" on November 2, 1947.

Conclusion

The revolutionary changes in the plywood industry rising out of the ashes of the Great Depression included changes in glue formulas, gluing techniques, and the development of hot presses. For the plywood manufacturing, the development of waterproof phenol-formaldehyde resins was the beginning of even more sophisticated synthetic resins. The revolutionary plywood manufacturing changes carried the U. S. into WWII with an advantage that fueled our victory.

The impact of Wisconsin plywood manufacturing during WWII for gliders is still felt today. Militarily, the 82nd Airborne and 101st are still the elite fighting forces. The glider forces of WWII would become the Apache helicopter, Special Forces units dropped into enemy territory ready to fight. The glider infantry changed the military approach to ready combat forces.

It would be Wisconsin's plywood industry covering the British sky with the Mosquito that would turn the Allied tide. The Mosquito airplane, the fastest aircraft during the war would be even faster with the evolution of the "Hornet." According to many military historians, and said most succinctly by Eric Loveland, "What Bomber Command did not realize was that the Mosquito, with a crew of two was doing the same job and carrying the same bomb loads as the B-17 with a crew of fifteen. Had the war continued, the big bombers would have been obsolete." Military strategic air warfare had changed.

Finally, the development of the "Spruce Goose" resulted in hydraulically assisted control surfaces, and fire suppression systems that are still used on aircraft today. The "Spruce Goose" was the beginning of transport aircraft that we see with C-130's and C-5A. "Dura Mold" today is a cold molding process. Paper laminates became "formica" and "plastics" have come into their own.

Authors Note

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support. Many museums, individuals, and corporations are listed on the brochure for their support and contributions.

In addition, on loan from The Yanks Aviation Museum of Chino, California, is a piece of "paper floor" from their Northwestern Aeronautical glider restoration project. From the Iron Mountain, Michigan/Wausau, Wisconsin Ford glider restoration project are Roddis glider wing panel pieces and a Roddis/Steinway/General Aircraft glider door frame. I would like to thank Bruce for his hours of aviation expertise and explanation, as well as my family for this year long and ongoing odyssey.

Endnotes

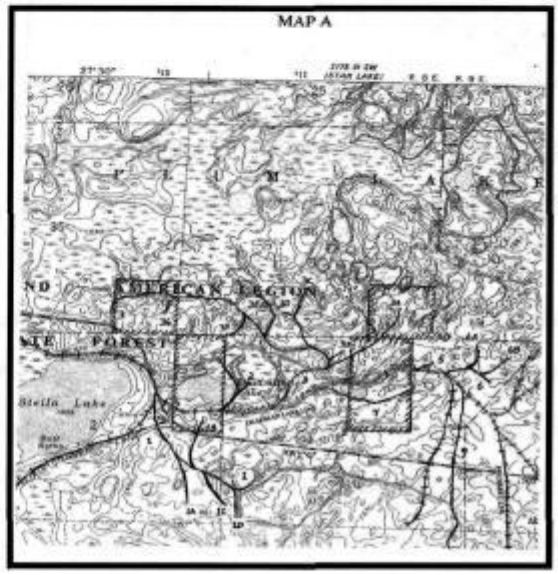
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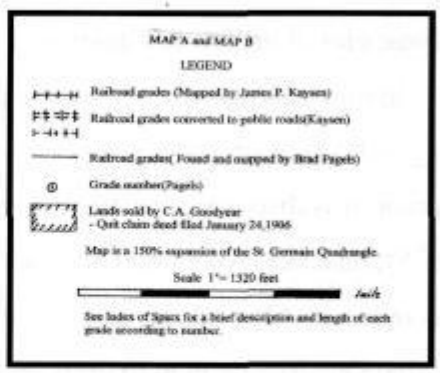
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The "Lost" Logging Railroad Grades of the Stella Lake Area in Vilas County

By Brad Pagel

Vilas County in northern Wisconsin has a great wealth of logging railroad history, especially in the vicinity of Star Lake to where the Chicago, Milwaukee, & St. Paul Railway's (CM&STP), Wisconsin Valley Division Line was extended from Woodruff in 1895. This railroad assisted in moving the sawmill equipment of the Williams and Salsich Lumber Company from McKenna in Jackson County to Star Lake in the same year. The history of railroad logging in this area is very complex as many lumber companies connected their private rail lines to the CM&STP Railway. In 1897 the sawmill in Star Lake became known as the Salsich and Wilson Lumber Company which had thirty-six miles of its own railroads, and in 1898 sold all of them to the CM&STP Railway. Salsich then still had rights to use the tracks for a distance of five miles from the mill, and the CM&STP Railway could haul timber to other sawmills passing right by the Salsich and Wilson Mill.





The timber resource in Jackson County was depleted and caused another company to move their mill. This was the C.A. Goodyear Lumber Company that was located in the village of Goodyear not far from McKenna. Goodyear shipped all of their lumber to their planning mill located in Tomah, the county seat of Monroe County. In 1895, the mill moved to Tomah, on the Main line of the CM&STP Railway and Goodyear began to purchase large tracts of timber in Oneida and Vilas Counties.



Goodyear owned a small fleet of locomotives and was experienced in railroad logging. An agreement between Goodyear and CM&STP Railway was signed on June 1, 1900 to build a line of track from a point near Plum Lake to the Pickerel and Muskellunge Lake area in the Township of Cloverland in Vilas County. The Railway would supply the rail and fastenings and the flat cars with sufficient chains for securing loads. Goodyear would furnish the locomotives to haul the loaded trains to the junction from where the Railway would haul the timber to Tomah at a rate of $2.00 per one thousand board feet with a minimum charge of 5,000 board feet per car.

One known source stated the Langley and Alderson Company of Merrill operated the camps along this rail line. This company was a large contracting firm that supplied labor, camps, built railroads, made up trains of timber, and switching for several different lumber companies. Goodyear's operations in Vilas County appear to have ended in 1908 after having rail systems in three different areas. In the same year the CM&STP Railway built a line north, out of Boulder Junction to a point four miles north of the state line in Gogebic, County, Michigan. Goodyear owned timberlands in the Bluebill Lake area and this railroad was taken up in 1918 when Goodyear closed his lumber business.

In the present day many of the grades, which were part of Goodyear's Stella Lake line, are in good condition and some portions have been converted to logging roads and fire lanes. One grade was discovered in 1993 by myself, as I was cutting on a state forest timber sale just east of Stella Lake. About eleven years later he returned to this site and found many spurs connected to it. After taking measurements and compass bearings, he used the USGS St. Germaine Quadrangle map to draft on it the grades. Other grades were discovered by walking, following a set compass bearing and inspecting trails indicated on the map for railroad evidence. In 2005 the writer obtained copies of the topographic maps showing the railroads, which was

annotated by James P. Kaysen.

Mr. Kaysen, a civil engineer and railroad historian, undertook the task of mapping all of the railroads of Wisconsin, both common carrier and private, and drafting them on the USGS maps. This was accomplished by viewing the 1938 series of aerial photographs. The land recovered quite well after the big timber harvest, and after thirty years many grades were hidden by the regenerating forest as was evidenced by Mr. Kaysen's maps, which did not show the grades found by the writer in 2004 and 2005.These maps are part of the James P. Kaysen Collection available for viewing and copying at the Wisconsin State Historical Society at Madison. However, these maps from the archives assisted the writer in finding the junctions of the "Lost" grades.

The St. Germaine Quadrangle topographic map covers the research project or study area of this logging railroad system which is within Sections 1, 2, and 12 in T40N R8E (Township of St. Germaine), Sections 6, 7, and 18 in T40N R9E (Town of Cloverland), and Sections 35 and 36 in T41N R8E (Town of Plum Lake). As of May 8, 2006, the research efforts have resulted in documenting thirty additional grades adding up to about twelve miles in length. In the spring of 2006 many more spurs were found due to the vegetation still flattened by the snow. With this many different corridors it was decided to assign names to the grades indicated by Mr. Kaysen. These are the Deadman Lake Line that turns off from County Highway "G" and follows the Deadman Lake Road to where it intersects with the Pincherry Line that is under the Pincherry Lake county forest road and ends at a point north of Muskellunge Creek. The Sunken Lake Line leaves the Pincherry Line and eventually crosses Highway G and ends at the south shore of Pickerel Lake. All spurs that were found and documented by the writer in this project were assigned numbers.



Spur #1: Large white pine trees on a fill just beyond the cut

To further establish the fact that these trails and old roads were railroad grades, a metal detector was used to locate several artifacts such as spikes, nuts and bolts, and track link strap. Four pieces of rail were also found throughout the study area with one five-foot piece retrieved for examination. The size of rail used in this Goodyear logging line was of the sixty-pound-per-yard variety.

Four spurs were extended across bogs or muskegs known as "poled and tied" tracks. A "poled and tied" track was constructed first by laying twenty-foot low value logs together, then long pole logs were laid perpendicular to the base, and upon these the ties and track were built. One particular spur has spikes in the logs to this day and the bark of white birch logs is well preserved. Boglands made fine decking and loading areas after the snow was packed down.



Spur #3: A cut between Spur #3-C and Spur #3-E.

Lumber companies were not legally required to keep records of their railroad activity since they used railroads for their own benefit and were built at their own expense. It is not known how the Goodyear Lumber Company conducted their harvest activities, either they began the cut at the junction, or built the rail line to the east end of the timber tract and brought the harvest westward to the CM&STP Railway. The latter would have been more economical as Tomah was 185 miles south of Plum Lake. A definite record exists in the presence of railroad grades in the study area and elsewhere in Vilas County.

As the cut over lands were regenerating into new forests, railroad grades have left an indelible mark in forest history reminding us of how the logs were moved from a siding to the sawmills. Logging has come a long way since the last of the logging tracks were taken up. Thorough documentation and mapping of these corridors is the best way to maintain a record of this method of timber harvesting that the earth will never see again, and efforts to preserve these old iron trails, although not all of them, should be implemented, as is the case with the U.S. Forest Service's Cultural Resource Program and other forest management agencies. The grades

in the research project area are not in any danger of being destroyed as it will be several years before any timber harvesting will take place.



Looking south from Deadman Lake Road . Found by chance as junction was obscured by brush and altered by road work.



Spur #4: Spike in cross log in the "pole and tied "section of the grade crossing the bog.

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Forestry Service with the American Expeditionary Force During WWI

By Robert J. Laplander

By early April 1917, America found herself drawn into World War I. Woefully unprepared to face the challenges of the battlefields of France (America's army ranked 17th in the world at the time), she immediately began to flex her mighty industrial muscles; determined to play a deciding part in the efforts to beat Kaiser Wilhelm's Germany. Success followed just a short 19 months later, and from a land fighting force (Army, National Guard, and Marine Corps) totaling just over 250,000. America had put an astonishing four million men in uniform by December, 1918 – two million of which had reached France, as the American Expeditionary Force (AEF). America had indeed been the key element in winning the war, without which the allies very likely would have lost the struggle by Christmas 1917.

Such a rapid and expediential expansion of America's fighting forces called for a huge increase in infrastructure to support it all across the country. The 'Cantonment Division' of the United States Army was charged with building new training facilities, consisting of huge camps with hundreds of buildings in each to house, bathe, feed, equip and entertain hundreds of thousands of troops each (as well as hiring the labor to do it). The Corps of Engineers was charged with the establishment of many miles of new rail routes, as well as the construction of airfields for the burgeoning Army Air Service, including hangers for airplanes, troop housing, and repair sheds.

New enormous warehouses for the Quartermaster Corps had to be constructed to hold the massive amounts of supplies needed to equip the new 'National Army', holding everything from tooth powder, shoe laces, and weapons, to uniform jackets and entrenching tools. It was the complete creation of a total new internal military substructure that had never previously existed, and it was simply an amazing undertaking. And, while never quite reaching the levels envisioned by its creators (the war ended before the entire program of expansion could be brought into play), it nevertheless demonstrated what America could do, setting the example for the similar amazing accomplishments of the Second World War.

At the same time, the U.S. Army also turned its attentions to the war zone in France, deciding where our troops were to land, train, and fight along side the allied forces of France and Britain. Assigned a section of line far to the south, AEF command quickly discovered that virtually no facilities of any kind were available for the forthcoming flood of 'Doughboys'. Therefore, a second complete infrastructure had to be constructed in France at the same time as the first in the U.S. The project was assigned to the AEF's newly formed 'Service of Supply' (SOS), which immediately began by expanding the ports of entry and docks assigned to the AEF along the French coast. For after the initial set up period, very little in the way of supply would be bought in France, and it would all be shipped over from America. There quickly followed the construction of debarkation/embarkation stations, warehouse 'cities', miles of railway, advanced training camps, replacement depots, remount stations, supply bases, repair facilities, base hospitals, forward hospitals, permanent airfields... the list was endless. And in the forward war zone, which fell under the aegis of the 'Service of Supply-Advance Sector' there was the construction of trenches and dugouts within the front line itself.

While all these expansion projects generally fell to different departments within the U.S. Army establishment, what they all held in common was a need for massive amounts of construction lumber – the primary building material of the time. This was generally not a problem in the U.S., where a relatively sophisticated lumber industry was already in place. And, suddenly, that industry boomed, companies burgeoned overnight and, for a short while, demands even outstripped supply. But in France, which had no sophisticated lumber industry of virtually any kind, the AEF command saw that the problem would quickly grow acute if something were not immediately done, as demand would totally overwhelm any available local supplies found.

The allied armies of Britain and France had solved this problem for themselves by assigning troops of their respective armies to the task of Forestry Duty. In the British army, for example, there were a series of 'Forestry Battalions' within the Canadian Expeditionary Force, then part of the British army - whose duties were simply to supply the British with its construction and fuel wood needs.

Almost immediately, the U.S. Army recognized the need for forestry units of its own, understanding that experienced lumbermen would need to be among the first 'service troops' to

make an appearance in France. Thus, taking its cue from the Canadian battalions, the War Department formed the first U.S. forestry unit ever created explicitly for the purpose in the history of American military operations – the 10th (Forestry) Engineers. Organized on May 17th 1917, with the U.S. Forest Service doing the initial recruiting from among the ranks of Upper Midwestern and Pacific Northwestern lumberjacks, the 10th (Forestry) Engineers began training at Camp American University, just outside Washington DC, for overseas duty. There first assignment was a task in practicality and getting to know how to do things the army way – they had to clear the land and build their own training camp. This they ably did, under the command of Colonel J.A. Woodruff, and just four short months later the first contingent of U.S. Army lumbermen sailed for France, embarking on September 10, 1917.

However, even before the first elements of the 10th (Forestry) Engineers had gone on their way, the AEF Command in France was already reporting that one single forestry regiment would be far from enough to supply the lumber needs of the massive infrastructure that was immediately needed overseas. The AEF was being created around what was then know as the 'squared', or 'boxed' corps fighting organization known as the 'division'. Each AEF division totaled an average strength of around 27,000 men, twice as many as a British, French or German, and was built around four 'regiments'; hence the term 'squared division'. Each regiment contained three 'battalions' of four 'companies' each. Each company, at full strength, totaled 240 men and four officers. At war strength, a full combat regiment, including cooks, supply trains and other 'service' personnel, could field around 3,200 men. With a planned for strength of one hundred divisions deployed in France by the spring of 1919, totaling some two million seven hundred thousand men, plus several thousand rear echelon support troops, it was easy to see the handwriting on the wall as far as lumber needs. However, more forestry regiments would definitely be needed.

With that in mind, on July 4, 1917 General John Pershing, overall commander of the AEF, requested of the War Department four additional regiments of forestry troops. But by late August, even before the 10th (Forestry) had sailed for France, the War Department realized that four more regiments of lumbermen would be impossible to fill because of the immediate need of combat troops. Yet one more regiment it could indeed organize, and did. On September 9, 1917,

the 20th (Forestry) Engineers were formed under the command of Colonel W.A. Mitchell, with an initial training cadre culled from the 10th (Forestry) Engineers.

They trained at Camp American University as well, with additional 'specialty' training done at Camp Belvoir and Fort Meyer (both in Virginia). However, the regiment was immediately plagued with supply problems, mainly of winter weight uniforms, and this delayed their departure to France considerably. The vanguard of the new 20th (Forestry) Engineers did not embark for overseas duty until late in November 1917 and the final sections of the regiment not until the end of January 1918. With it, the 20th carried (as had the 10th) full tent billeting capabilities for the entire regiment. Though both were to build literally thousands of barracks, neither forestry regiment was to spend a single night in a permanent structure in France until late into the winter of 1918-1919. The need to be as mobile as possible, in order to fill lumbering needs whenever and wherever practicable, demanded this unusual practice, placing the 10th and 20th among the very few regiments to carry camp tentage to France and to use it. It also provided for additional hardship on the men during the winter of 1917-1918, which went down in history as one of the coldest on record in France.

Further hardship would plague the last among the 20th's troops to sail for over there. On the evening of February 5, 1918, with the coast of Ireland in sight, the Anchor Line troop ship S.S. Tuscania was spotted by a German U-boat and sunk. Scrambling up from the fifth deck of the ship, deep within, most of the 20th men made it into their assigned lifeboats, however a total of 95 were lost during the incident. This was the first instance in which a troop ship carrying U.S. troops was sunk and U.S. troops died as a result.

In France, both regiments fell under the aegis of the Division of Construction and Forestry (DCF) of the SOS, and they quickly began operations. The first log sawed by American troops – on borrowed French equipment – was cut October 28, 1917, and the first cut by U.S. troops on U.S. equipment was precisely at 9:00 A.M. of November 29, 1917. There would eventually be twenty large U.S. run mills by the end of the war, and over 100 smaller ones, most all of them running twenty-four hours a day. The largest of these was rated at 20,000 board feet per 10-hour shift. Additionally, there were two portable mills; a steam driven one, rated at a 10,000 foot capacity, and a motor truck driven one, rated at a 5,000 foot capacity. Lumber camps

were set up wherever the French government allowed the DCF to operate. The camps were strung out from the northern reaches of the country, just behind the front lines, all the way down to the borders of Switzerland and Spain.

The men quickly found their military work in France differed little from their civilian work back in the States; the differences being that labor was divided into definite sections, and that they did their work in uniform. The actual forestry companies within the regiments constituted the skilled woodsmen (sawyers, rivers, axe men, skinners and the like), while the service forestry companies (unskilled labor) provided the 'bull-work', of on and off loading trucks, transportation, road and camp repair. And while divided though they were by skill, the two worked very well together. Service forestry companies usually came from other, smaller divisionally unassigned engineering regiments already in France, which had no specific regimental skill. Tools of the trade were very standard: plain saws, axes and cant hooks of all types; rope, block and tackle; horses and mules pulling high wheels and spool carts, working side by side with 'Liberty' motor trucks and steam tractors.

Uniforms within the 10th and 20th forestry regiments varied within certain a range. During working hours, officers in charge usually turned a blind eye to infractions of uniform regulations and many of the men sent home for their favorite 'working' clothing; most particularly during the cold winter months. More than a few examples of the famous 'Kromer Railroad Cap' favored by many loggers from Wisconsin and Minnesota found their way to France and into photographs of the men at work. In the summer, the wide brimmed 'campaign hat' or, 'Smokey Bear' hat, which was standard uniform issue at the time, was favored for its sun blocking qualities. Issue wool shirts and breeches sometimes were replaced by bib over-alls and the denim 'fatigue' uniform issued by the army. The men found the standard hob nailed U.S. Army 'Pershing' boots issued to them to be most satisfactory foot wear.

The workload was enormous as the needs of the rapidly expanding AEF soared. By the time of the Armistice, on November 11, 1918, the average monthly needs of the AEF had reached fifty million feet of lumber and timber. This included, on average, 250,000 railroad ties, 6,500 pieces of piling and cribbing, 1,500,000 line poles and barbed wire entanglement stakes and over 100,000 cords of fuel wood. By December 1918, the DCF had turned out and delivered

630,000,000 feet of construction lumber of all types, and over 700,000 cords of fuel wood. This lumber allowed the construction of some 17,120 barrack buildings, space for 141,000 hospital beds, equaling an additional 7,700 hospital barracks, and ties for over 1,035 miles of standard gauge railroad. Raw building materials for storage space and facilities behind the lines in the SOS, equaling some twenty-three million square feet, was provided. In the Advance Sector, materials for dugout and trench construction, wire entanglement stakes, POW compounds and barracks, bridges, rail spur lines (both standard and narrow gauge), and coffin lumber, were all provided for as well. By late October 1918, there were 107 U.S. run mills in operation in France; two-thirds in the standard SOS, and one-third in the SOSAS. By the Armistice, just nineteen months after its organization, the DCF had turned out well over three times the amount of lumber than had the British Forestry units in nearly four years of war, and over twice that of the French for the same length of time.

In October 1918, AEF Command regrouped all the forestry units together under the aegis of the 20th (Forestry) Engineers/Division of Construction and Forestry. The 10th (Forestry) Engineer Regiment, as well as the 41st, 42nd, and 43rd Engineer Regiments – which had been assigned forestry service work – and a host of smaller, auxiliary labor units, ceased to exist and were absorbed into the 20th. The end result made the 20th (Forestry) Engineer Regiment the largest regiment in the history of the world. Of the 174,000 engineering troops then in France, 18,500 enlisted and 290 officers were engaged exclusively in forestry operations, spread out within fourteen Battalion Headquarters', forty-nine Forestry Companies, twenty-eight (Service) Forestry Companies, and two additional (Service) Forestry Battalions. In addition, over 10,000 Quartermaster troops were placed at the disposal of the DCF. Totaled up then, by the signing of the Armistice, the 20th (Forestry) Engineer Regiment boasted a personnel roster containing some 30,145 enlisted and 514 officers, making the regiment larger than any division then in existence.

Casualties for the forestry men in France were far lighter than for a normal regiment, relatively speaking. Of the nearly 19,000 officers and men of the 20th (Forestry) Engineers, there were a total of just 375 known deaths, including those who perished on the S.S. Tuscania. Nearly all were from accident and disease. No figure is available for wounds received in the line of duty.

Injuries on the job may be considered equal with the average normally suffered while doing the same work back in the States.

Only two officers and two enlisted men were killed in action due to enemy fire; the officers killed by machine gun fire while scouting out a new mill position in the Advance Sector. This is a truly astonishing record when one considers that fully a one-third of the regiment served in the Advance Sector, where the average casualty rate (KIA and WIA) could be as high as one in four. Nearly all deaths in the regiment were due to the Spanish Influenza pandemic that swept the globe in the autumn and winter of 1918.

Meanwhile, back in the U.S., Selective Service was finally meeting the demand for men in uniform, and a greatly expanded Camp American University was bulging with lumbermen mustering in for overseas duty. At the time of the Armistice, there were fifteen Battalion Headquarters', ninety-six Forestry Companies, and thirty (Service) Forestry Companies in training, totaling another 8,000 forestry troops that would have been deployed to France in early 1919, had the war continued.

Also in active service in the U.S. at the time were a number of 'Spruce Squadrons' of the U.S. Spruce Production Division, whose sole purpose was the harvesting of Sitka Spruce for the aviation industry. All of these units were based in the Pacific Northwest. That, however, is another story for another time

In conclusion, it is safe to say that the work and material provided by the forestry battalions of the 20th (Forestry) Engineer Regiment while in France was certainly a deciding factor in the success of the AEF. Without them, and their work, it is clear that the U.S. fighting force overseas would have been very basically crippled from the very outset by a lack of infrastructure incapable of assembly using the inferior lumber supply system then in place in France. Today, unfortunately, the forestry men of the AEF remain mostly forgotten; their deeds overshadowed by those deemed greater than the plain hard work that they performed. Let us here remember, however, that without the valuable work they provided, America's part in the war – which truly was a deciding factor in the success of the allied forces – would have been severely limited, no doubt forcing a far different outcome to the war.

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2006 Fixmer Award

The Forest History Association of Wisconsin Distinguished Service Award to an Individual

Miles Benson



Miles Benson accepting the 2006 FHAW Fixmer Award from FHAW President Sara Connor and Secretary John Kotar.

The Fixmer Award, the Forest History Association of Wisconsin distinguished service award to an Individual, was given to Miles Benson of Wisconsin Rapids, for his outstanding contribution to the greater forestry community. Among his numerous activities Miles has served on the Governor's Forest Advisory Committee, as President of the Wisconsin Chapter of The Society of American Foresters, President of Forest History Association of Wisconsin and board of directors and President of Trees For Tomorrow. He has also served on numerous advisory committees in forest industry, education and government.

Miles had a distinguished career within the forest industry, culminating with 21 years of service with Consolidated Papers, Inc. He had responsibilities in many areas of forest management and has made particularly strong contributions in areas of seedling nursery operations and reforestation technology. Earlier in his career he was also active as a researcher in forest genetics and tree improvement where he authored and co-authored numerous publications. Miles received his forestry degree from The University of Minnesota in 1960 and remains active in education as a regular participant and presenter at technical conferences and workshops.

2006 Connor Award
The Forest History Association of Wisconsin
Distinguished Service Award
to an Organization

University of Wisconsin Department of Forestry, Kemp Research Station



Connor Award given to the University of Wisconsin-Madison, Kemp Research Station, by Dr. Elsworth Brown, Director of Wisconsin State Historical Society and Sara Connor, president of FHAW, to the University of Wisconsin-Department of Forestry-Kemp Research. Dr. John Kotar (center) standing in for Dr. Tom Steele, Director of Kemp Station, who is on sabbatical .

The Connor Award was presented by Ellsworth Brown, Director of the State Historical Society of Wisconsin to the University of Wisconsin - Department of Forestry - Kemp Research Station, Director Dr. Tom Steele for their outstanding work in expanding forestry inter-agency and academic research.

"Kemp Station supports more than 35 different research projects each year. Studies range from investigations into the evolutionary origins of land plants, to the role of temperate forests in climate change. Scientists from Wisconsin and across North America call Kemp Station home. The Station is developing a national and international reputation for conducting innovative environmental and natural resources research. The work of these scientists is incredibly diverse and touches nearly every aspect of aquatic and terrestrial ecology."

--www.kemp.wisc.edu

Minutes of the Annual Business Meeting of Members

September 22, 2006

Call to Order

The meeting was called to order at 3:00 P.M. by President Sara Connor, at Camp Five, Laona, Wisconsin. She thanked the conference speakers for their presentations and welcomed our special guest, Director of the State Historical Society of Wisconsin, Dr. Ellsworth Brown.

Minutes of the Last Meeting

Minutes of the last meeting were received and accepted without corrections.

Membership Committee Report

Dean Einspahr reported the current membership total as 254 and the break down was as follows: 203 individual, 22 life, 8 corporate, 7 family, 7 nonprofit, 4 exchange and 3 student members. Since last year we have gained 21 members.

Treasurer' Report

Bob Walkner distributed copies of the financial report for the period of July 1, 2005 to June 30, 2006. The June 30, 2006 cash balance was $55,948. A full report is included in these Proceedings.

Audit of Books

President Connor read the financial audit report prepared by the FHAW Audit Committee (Carl Blahik and Elizabeth Fink). All records were found to be in order. Jim Miller made a motion and Arnold Helm seconded it, to approve and accept the audit report. The motion carried.

Awards

Two awards were co-presented by President Connor and Dr. Ellsworth Brown, Director of State Historical Society of Wisconsin. The ***Fixmer Award*** for outstanding contribution to the FHAW was presented to Miles Benson and the ***Connor Award***, for distinguished service by an organization, was presented to the University of Wisconsin, College of Agriculture and Life Sciences – Kemp Research Station, Woodruff, Wisconsin.

Dr.Brown's Address

Dr. Ellsworth Brown thanked President Connor for inviting him to our Conference. He gave the audience a brief overview of the purpose and functions of the State Historical Society of Wisconsin and expressed strong desire to work cooperatively with FHAW to advance common goals.

Exhibits

Miles Benson reported that the FHAW display has been used at the Logging Congress in Green Bay and also at the Annual Meeting at Camp Five in Laona. He stated that the display is a useful tool for spreading the information on the importance of forest resource and forestry in Wisconsin. He also stated that there is an urgent need to update the display to cover the period from 1960 to the present. "So many things have happened to change the way Wisconsin forests and its products are used and managed".

Future Annual Meeting Locations

2007 – Madison – Forest Products Laboratory; Sara Connor and Miles Benson, co chairs; 2008 – Telemark Resort, Cable; 2009 – Oshkosh.

New Business

Members suggested that we explore ways of providing a membership directory either on paper or on line. Suggestion was also made that Chips & Sawdust be published on line. A survey will be posted in the Winter issue of C & S to solicit members' preference. The survey will offer three choices: 1) printed in hard copy and mailed (current method); 2) Posted only on the Internet and 3) Both, printed and posted on Internet.

Adjournment

The meeting adjourned at 4:15, with members' enthusiastic departure to social hour, dinner and auction.

Secretary,
John Kotar

FOREST HISTORY ASSOCIATION OF WISCONSIN

Treasurer's Report

July 1, 2005 to June 30, 2006

OPERATING RECEIPTS

	05-06 Est.	05-06 Actual
Dues	2,500	2,190
Donations-Unrestricted	800	1,693
Annual Meeting	3,000	2, 647
Auction	800	1,057
Sales	200	54
Return on Investment	1,700	1,559
Operating Receipts...(subtotal)	**9,000**	**9,248**
Book Receipts...35,115(rec) –6,473 (exp)	-	*28,642*

Fy 06- $ 1,238 – 199 = $1,039

OPERATING EXPENSES

Printing	6,000	3,057
Postage	70	813
Operations	900	1,570
Annual Meeting	1,500	2,903
Proceedings Honorarium	1,000	700
Auction	200	60
TOTAL EXPENSES	**$10,800**	**$ 9,103**

CASH ASSETS

	6-30-06
Associated Bank Checking (Manitowoc)	2,542
Capitol One MM (4.57%)	32,604
Capitol One 1 yr CD (4.69%) quarterly	20,220
TOTAL	**$ 55,916**

Available Annual Proceedings Back Issues

Back issues are available for $3.50 plus $2.00 shipping for the first issue, and $1.00 for each additional issue.

Please pay with check, payable to the Forest History Association of Wisconsin and send to:

Secretary, FHAW
P.O. Box 1001
Marinette, WI 54143 – 1001

16th Annual Proceedings – 1991
"Forest Products Transportation by River, Rail, and Road"

17th Annual Proceedings – 1992
"Logging and Land Stewardship History Near the Wisconsin-Michigan Border"

18th Annual Proceedings – 1993
"Archaeology and Forest History"

19th Annual Proceedings – 1994
"Prominent Lumbermen of Central Wisconsin"

20th Annual Proceedings – 1995
"Non-Traditional Products of the Forest: Their History and Commercial Development"

21st Annual Proceedings – 1996
"The Flambeau River Area's Forest Heritage"

22nd Annual Proceedings – 1997
"Forest History's Impact on the Growth of Tourism in North Central Wisconsin"

23rd Annual Proceedings – 1998
"Sawmill and Pioneer Lumbermen of the 19th Century Along the Central Wisconsin River"

24th Annual Proceedings – 1999
"Oshkosh – Sawdust City: Then and Now"

25th Annual Proceedings – 2000
"The Historic Rhinelander Area: The Land of the Hodag"

26th Annual Proceedings – 2001
"The Historic Stanley Area"

27th Annual Proceedings – 2002
"The Historic Oconto Area"

28th Annual Proceedings – 2003
"The Historic Two Rivers Area"

29th Annual Proceedings – 2004
"The Historic Ashland Area"

30th Annual Proceedings – 2005
"The Historic Sheboygan Area"

31st Annual Proceedings – 2006
"Camp 5 Museum"